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KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.37	8.00	9.15	10.09	12.02	1.15	2.37	3.00	4.37	5.43
Yuenai ...Dep.	6.45	8.08	9.23	10.17	12.10	1.23	2.45	3.08	4.45	5.51
Shatin ...Dep.	6.57	8.10	9.25	10.19	12.12	1.25	2.47	3.10	4.47	5.53
Taipei ...Dep.	7.11	8.14	9.29	10.23	12.16	1.29	2.51	3.14	4.51	5.57
Taipei Market Dep.	7.26	8.29	9.44	10.38	12.31	1.44	3.06	3.29	5.06	6.12
Fanning ...Dep.	7.37	8.40	9.55	10.49	12.42	1.55	3.17	3.40	5.17	6.23
Shenzhen ...Dep.	7.52	8.55	10.10	11.04	12.57	2.10	3.32	3.55	5.32	6.38
Shenzhen ...Arr.	8.43	10.06	11.21	12.15	1.08	2.30	2.53	4.30	5.36	6.42
Canton ...Arr.	11.50	13.13	14.28	15.22	16.15	17.08	18.01	18.54	19.47	20.40

SHA TAU KOK BRANCH.

Fanning ...Dep.	7.45	8.10	8.20	8.30
Shatauk ...Dep.	8.40	9.10	9.20	9.30

SHATAUK BRANCH.

Shatauk ...Dep.	8.15	8.40	8.50	9.00
Fanning ...Dep.	8.40	9.10	9.20	9.30

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WEEK-END.

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9.00 A.M. "TAISHAN" 4.00 P.M. "SUI AN"
MONDAY, 1st AUGUST (BANK HOLIDAY).
9.00 A.M. "SUI AN" (Excursion) 8.00 A.M. "SUI TAI"
2.00 P.M. "SUI TAI" 4.00 P.M. "SUI AN" (Excursion)
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PRINCE OF WALES UNDER THE SEA.

1,200 FEET DOWN A COALMINE.

WITH MINERS AT COAL FACE.

WHITEHAVEN.

The Prince of Wales spent half an hour out under the sea in the Haig pit of the Whitehaven Colliery Company. He emerged with his hands and face grimed with coal dust and his cap and the shoulders of his suit of blue overalls spotted with water that had fallen through the top of the pit cage.

On reaching the colliery offices he was given a very new stiff suit of blue dungarees. These he put on in businesslike fashion, buckling over his shoulders the straps which dragged the trouser top nearly up to his chin. He wrapped a muffler round his neck, assumed the blue overall jacket and a cap and strode out with his esquire and secretary similarly attired.

He was given an electric hand-lamp and was one of ten entering the cage, the floor of which was drenched with water and the roof covered with small wet coal.

1,200 Feet Down.
As he entered the cage the Prince switched on his electric lamp, seized the rod overhead, and stood like a strap-hanger in a small car as the cage descended 1,200 feet into the gloom.

The party then rode out in pit tubs for a mile below the sea to the coal-face, where the Prince spoke to men getting coal, and was shown examples of the old hand-picks and of the new type of pneumatic pick.

He recalled that in 1925 he descended a gold mine in Johannesburg, and that some years before that he had been into a pit in the Rhonda Valley.

When he returned to the surface a crowd of workpeople cheered him vociferously as he returned to the offices to change his clothing and have restored to him the matches and cigarettes which had been taken from him before he was allowed to enter the pit. When the Prince handed back his electric pit lamp Lord Londsdale, who as Lord Lieutenant of Cumberland was there to receive him, got possession of it and stowed it in his car as a memento.

DOG BITES 22 PEOPLE.

PANIC IN A GIRLS' PLAYGROUND.

WORKSHOP.

Nineteen children, two teachers, and a policeman were bitten by a dog at Worsop, when a remarkable scene occurred in the playground of the Worsop Priory Girls' School.

The girls were playing in the schoolground when a small rough-haired dog of the retriever type was led on a lead by a woman towards the old cemetery which adjoins the playground. The dog, on reaching the playground, flew at one of the girls and bit her.

The woman dropped the lead, and the dog at once ran among the children, biting and snapping at every one in reach. Many of the children fainted. The teachers did their best to frighten the dog away, and two of them were bitten.

A number of men employed close by left their work and tried to catch the animal. A policeman then appeared. He drove off the dog with his truncheon, but not before the animal had bitten through his trousers.

The bitten girls were treated at the hospital. The policeman eventually caught the dog after a long chase. The River Byton, in his pursuit. The animal, which belonged to a local miner, was taken to the police station and destroyed.

DOG ACTOR HAS A JOY DAY.

TROWN FROM A BATTLE CRUISER.

FALKLAND ISLAND INCIDENT RECALLED.

WHITEHAVEN.

A German dog, called Simon Toes, was solemnly taken on board the Weymouth express at Waterloo, accompanied by its master, a well-known economist. Simon Toes felt himself to be the most important member of dogdom, for was he not playing the leading role in the day's work on the famous British film "The Battle of the Falkland Islands"?

Arrived at Weymouth he was taken on a pinnace and put aboard the battle cruiser "Tiger". Then, when someone said "shoot" overboard went Simon Toes to find himself swimming for life among a struggling mass of super-souped to be Germans who had jumped from the sinking of the Schernhorst.

Human History.
It is necessary perhaps to explain that Admiral von Spee had a dog which was a survivor of the battle in which its master perished. The dog was taken aboard a British battleship where it joined a group of downcast rescued German officers in the ward-room. Given a few bones it recovered its high spirits at once, which it signified in the usual way by vigorously shaking itself.

It is this human little incident of which Simon Toes is the hero in the film version of the battle. The ward-room part had already been filmed at the Cricklewood Studios. For this occasion Simon Toes was smothered in castor oil, that giving the best effect of water on the screen. Just as the scene was to be taken, Simon intently "registering" the correct emotion, the studio cat appeared.

Alas, Simon forgot his part; he was on his toes in an instant, leaving a trail of castor oil all over the studio floor until the chase could be stopped.

FORGOT NAME OF HUSBAND.

DANCER'S FOURTH DIVORCE.

VIENNA.

One of the reasons why devout Roman Catholics in Austria, headed by Chancellor Dr. Seipel and Cardinal Archbishop Piff, strenuously oppose the introduction of compulsory civil marriage is that many people, since the revolution in 1918 and the legislation of civil marriage and divorce on a new basis, have been married for short periods to several persons, fulfilling all the conditions required by the State.

A striking instance is Frau Lena Amel, the maiden and stage name of a beautiful young dancer, who was divorced in a few minutes from her fourth husband in the Vienna Palace of Justice.

She appeared in court at the appointed hour, seen in a sea-green fur-trimmed cloak, grey gossamer silk stockings, and buckled glass shoes to match.

The judge, Hofrat Tittel, having inspected the principal documents in the case, asked her the names of her former husbands, and she tried in vain to recall them with precision. Her advocate then read them out—Baron Severin, Count Hugo Moy, Herr I. von Josenak, and Managing Director Ernst Dumcke, from whom divorce was now sought. All four are still living.

The judge looked at Frau Amel and murmured interrogatively, "Reconciliation?" She and Herr Dumcke exchanged not unfriendly glances, but she indicated to the judge that reconciliation was hopeless, and her advocate satisfied him that the attempt required by law to bring the couple together again had failed. Judgment will be given in writing, but is merely a formality and can only be a divorce with sole blame upon the husband.

DIARY OF EVENTS.

Today.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. Naval and Military Y.M.C.A.: "Cheer O": White Drive, 7.30 p.m. Shamshuipo Camp: Concert by the Mobile Concert Party, 7.30 p.m. Dinner: Dances at Cafe Restaurant Parisien. Queen's Theatre: "The Sporting Chance". World Theatre: "The Silent Rider". Star Theatre: "Sixty Cents An Hour".

Principal Mails:—Outward: Europe via Marseilles (Pairoclus), 10.30 a.m.

Thursday.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. Naval and Military Y.M.C.A.: "Cheer O": Informal Dance, 7 p.m. "Better Ole": Sing-Song, and singing competition, 7 p.m. Rope Factory: Concert by the "J-pans", 7.15 p.m. 7 p.m.; Rope Factory: Concert by the "J-pans", 7.15 p.m. Dinner: Dances at Cafe Restaurant Parisien and after dinner dance at Lee Gardens. Queen's Theatre: "That Royle Girl". World Theatre: "The Alaskan". Star Theatre: "The Street of Forgotten Men".

Principal Mails:—Outward: Europe via Siberia (Glenamoy), 4.30 p.m. Friday.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. Naval and Military Y.M.C.A.: "Cheer O": Concert, 7 p.m. "Better Ole": Concert, 7 p.m. Peak Club Annual Meeting, 6 p.m. Dinner: Dances at Cafe Restaurant Parisien. Queen's Theatre: "That Royle Girl". World Theatre: "The Alaskan". Star Theatre: "The Street of Forgotten Men".

Principal Mails:—Inward: Europe via Negapatam, letters only (Oldenburg);—Outward: Australia, New Zealand, etc. (Adafura), 2.30 p.m. Saturday.

Accession of King Victor Emmanuel, 11, of Italy, 1900. Golf: Happy Valley Summer Meeting. Lawn Bowls League:—Division I: Craigiegar C.C. v. Civil Service C.C.; Kowloon C.C. v. Police R.C.; Taikeo R.C. v. Kowloon B.G.C. Division II: East Point R.C. v. Craigiegar C.C.; Club de Recreio v. Taikeo R.C.; Royal Hong Yacht Club v. Kowloon C.C.; Civil Service C.C. v. Kowloon B.G.C.

Lawn Tennis League:—"A" Division: I.R.C. v. U.S.R.C. "B" Division: C.R.C. v. Club de Recreio. H.K. Baseball League: H.K.B.C. v. Club de Recreio, Happy Valley Diamond, 4 p.m. St. Peter's Y.M.C. Launch Picnic. Launch leaves Queen's Pier, 3.30 p.m. European Y.M.C.A. Bathing Picnic.

Friendly Football: Chinese Athletic v. Service team; Sockpoo, 5.45 p.m. Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. Naval and Military Y.M.C.A.: Grand Concert for Servicemen, Theatre Royal, 8.30 p.m. Dinner: Dances at Cafe Restaurant Parisien and King Edward Hotel.

2nd Night Fete, Victoria Recreation Club, 9 p.m. 5th Grand Promenade Concert by Band, Pipers and Drummers, 1st Bn, The Cameronians, Lee Gardens (if wet see Theatre), 9 p.m. Queen's Theatre: "That Royle Girl". World Theatre: "The Alaskan". Star Theatre: "The Street of Forgotten Men".

Principal Mails:—Outward: Europe via Marseilles (Hakusan Maru), 8.30 a.m. Sunday.

1st Sunday after Trinity. Golf: Happy Valley Summer Meeting. Inter-Departmental Bowls:—Prison v. Sanitary Dept., Police R.C. green, 2.30 p.m. H.K. Baseball League Match, Happy Valley Diamond, 4 p.m. Open-air Concert by Band of Queen's Royal Regiment, Kowloon Dock Bathing Beach, 5 p.m. After-dinner dance, Lee Gardens. Naval and Military Y.M.C.A.:—Men's Meetings: "Cheer O": 7.45 p.m.; "Better Ole": 8 p.m. Principal Mails:—Inward: Europe via Negapatam, papers only (Kum Sang).

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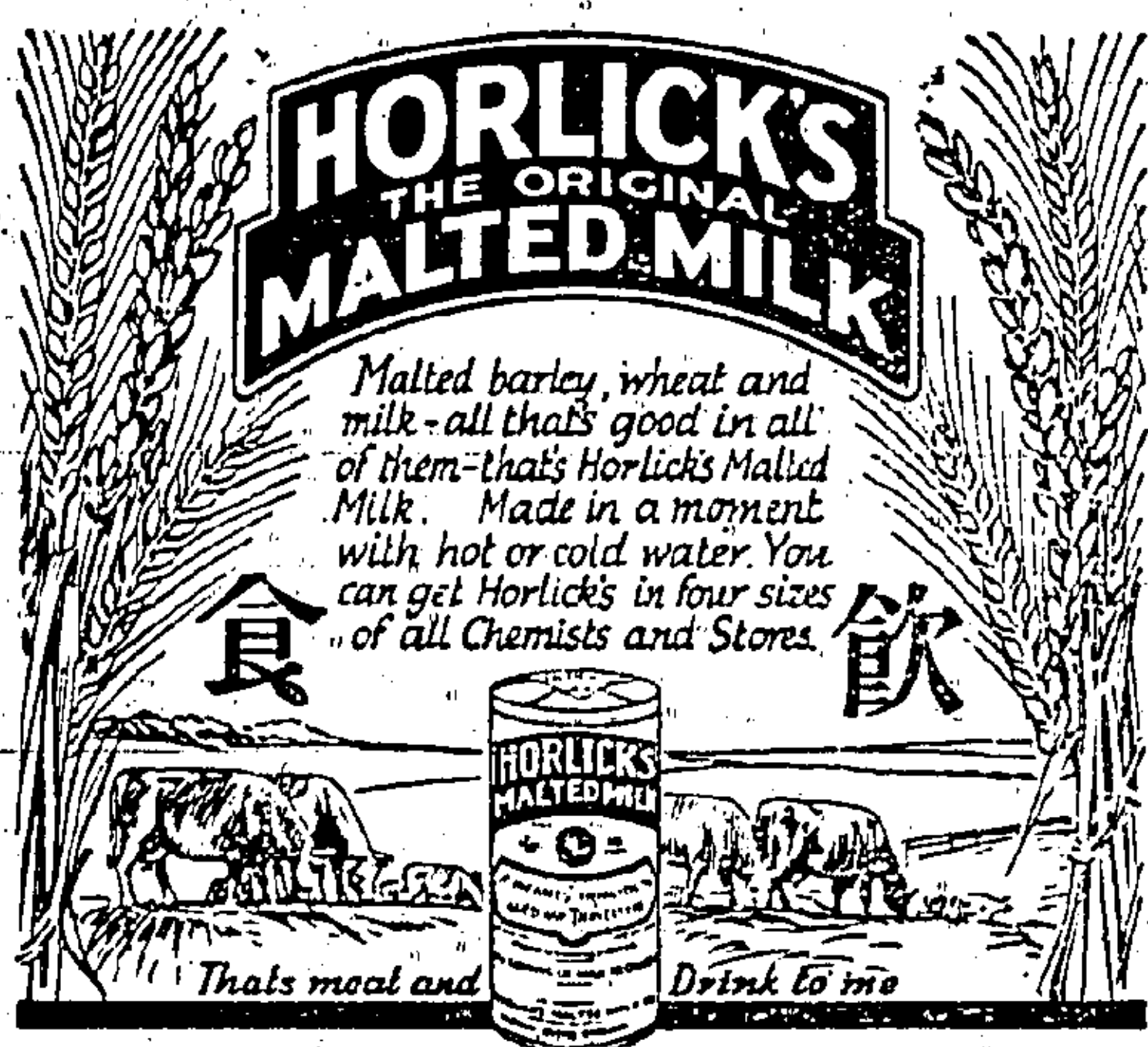
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CHRISTIANITY AND CHINA.

A MISSIONARY'S OPINION.

"RAISING HELL" FOR MORE THAN A GENERATION.

Missionaries have been "raising hell" for more than a generation, says one of them quite frankly, and they are to-day at the bottom of a good deal of the disturbances in China, the Philippines, India, and South Africa - "the agitation against the imperialism of governments, of race and religion." But it was to be expected that they would rebel against things as they are, for, points out the Rev. James M. Yard, in *Unity* (Chicago), Jesus was a revolutionist, and twenty years ago Gilbert K. Chesterton warned us that there was enough dynamite in the social teachings of Jesus to blow all modern society to rags. The missionaries took Jesus to China, says Dr. Yard, "and He destroyed the myth of white superiority. That is one trouble in China. In spite of the bombast of some recent despatches from newspaper correspondents in Shanghai, the day of the white man in China is done." Dr. Yard is a Methodist missionary, and *Unity* is a "journal of the religion of democracy," liberal in its policy and views. Dr. Yard writes under the caption, "What Are the Missionaries Up To?" According to him, they are up to a good deal that may not be generally suspected of them.

"Many of the Universities in China and India have had, not old grandmothers with lace bonnets, but red-blooded liberals, teaching sociology, philosophy, and religion. These teachers have filled Asia with new ideas."

"If Western scientific civilization had been shaken to its foundations by the new discoveries, it is no wonder that people whose lives were governed by conceptions and customs of the middle ages should be absolutely turned upside down by these modern teachings."

"But, of course, in the end, that will prove a boomerang. For you cannot teach intelligent students to criticize one religion without teaching them to criticize all religions. That is especially true to-day when we know so much about anthropology, the development of society, and the history of religion. All religion has developed, evolved out of the childhood of the race. In their beginnings, all religions have much in common. The missionaries did not intend it, but when they raised hell with Buddhism, they also raised hell with Christianity. It was their avowed purpose to break up Buddhism and Mohammedanism. They tried to buttress their own orthodoxy while breaking up the other man's orthodoxy. It cannot be done."

Successful in Spreading Doubt.

"The missionary has been marvellously successful in spreading doubt. He has raised doubt about marriage customs, polygamy, and polyandry in China and Tibet. And, of course, monogamy in America comes in for its share of criticism and questioning. He has raised doubts concerning the righteousness of the fourteen-hour day and the five-cent wage. He has questioned the divine right of kings, and of parliaments and presidents and of capitalists."

Under the leadership of a missionary, in 1923, Dr. Yard tells us the National Christian Council of China set up a threefold standard for industry: one day of rest in seven; no child labour; adequate safeguard in factories, both as regards health and safety devices. That started the labour movement. Capitalism was challenged. Again:

"In October, 1923, the National Christian Council, a body made up of both missionaries and Chinese, passed a long resolution dealing with international relations. One paragraph of which reads: 'That the present treaties between China and foreign Powers should be revised on a basis of freedom and equality.' That the missionaries dared to criticize the policies of their own government is exceedingly dangerous."

"Even worse than that, as far back as 1924, before there was much of any agitation on the matter of unequal treaties, some missionaries in North China signed a resolution, a part of which follows:-

"We, therefore, express our earnest desire that no form of military pressure, especially no foreign military force, be exerted to protect us or our property; and that in the event of our capture by lawless persons or our death at their hands, no money be paid for our release, no punitive expeditions be sent out, and no indemnity be exacted."

Can't Claim Credit for Everything.

"The missionary can not, of course, claim the credit for all the new and 'dangerous thought' that have been brought into the 'heavenly world.' Business men, industrialists, philosophers, teachers, have all played their part. In China, John Dewey and Bertrand Russell, and the writings of Ibsen, Tolstoy, Darwin, and a hundred others. Novels, science, history, philosophy, religion."

"The East is awake! Superstition is dying. Ignorance is passing away. Science is destroying poverty. The 'White Peril' is less dreadful. Don't you wish you were a missionary?"

K.C.'S 6-DAYS SPEECH.

APPEAL CASE IN WHICH COSTS EXCEED CLAIM.

The hearing before the House of Lords of the case *Mathews v. Lek*, arising out of a dispute in connection with the insurance of a lost collection of postage stamps, which began on a Monday morning, was still in progress on the following Friday afternoon when Lord Sumner asked Sir Leslie Scott, K.C., who was still engaged in opening for Mr. Mathews, one of the underwriters, if he could give some indication of when he was likely to finish. Sir Leslie replied that he hoped to conclude the next Tuesday.

Lord Sumner: What? Six days to open a case in the House of Lords? You must, of course, take your own course.

Lord Phillimore indicated that he had other engagements after next week, and Sir Leslie replied that he had been doing his best, and would continue to do so. He felt as ashamed that a case in the House of Lords should take so long, as their lordships seemed to think he should feel, but he had condensed it as much as he could.

This is an action in which Mr. Lek claimed £23,240 for the loss from a bedroom of a Berlin hotel of his collection of postage stamps, and it occupied 20 days before Mr. Justice Branson, who gave judgment for the underwriters, and 14 days in the Court of Appeal, where a majority of the Lords Justices reversed his decision and awarded Mr. Lek £23,000. Against this decision Mr. Mathews, one of the underwriters, has appealed to the House of Lords.

The costs are said already to exceed the amount of the claim, and are still mounting.

SWINDLING FOR CHARITY.

STRANGE WAYS OF A BERLIN POETESS.

BERLIN.

An extremely plain servant girl, with thin hair parted in the middle and fastened in a hard knot, appeared before a Berlin court to answer charges of swindling.

She sat crying while lawyers and doctors discussed the case. The difficulty was that she swindled for charity.

She wheedled all her savings out of a shop girl and used the money to buy a harmonium which she presented to a nursing home. She took a poor child to the seaside and, in order to get the money to give the little creature good health, she passed herself off as a student of theology and niece of a chaplain, and thus managed to swindle a number of people.

It was proved that all her ill-gotten gains had been devoted to maintain good works, and the judge spoke with feeling about her poems.

"Fraulein," he said, "your poem on Spring in Hospital is so beautiful and your 'Veres to a Cat' so pretty that, really, Fraulein, you must not again do the things you have been doing."

The fate of the poetess seemed to depend on the issue of a quarrel between two doctors, one of whom maintained that she was a bad girl, and the other that she was suffering from a disease of the mind in which she assumed the personality of the person whom her imagination had conjured up.

The court, however, cut short the quarrel by sending her to prison for a month.

PREMIER AND THE FARMERS.

\$500,000 MORE A YEAR FOR ROADS.

WAGES ACT TO STAND.

The Prime Minister, Mr. Baldwin, when he addressed between 25,000 and 30,000 people at a Unionist fête in the grounds of Tregrehan, the home of Mrs. Parnell, near St. Austell, Cornwall, paid special attention to the agricultural problem.

The Prime Minister said: There are many industries, I would say the majority in this country, which to-day are passing through a grave time of difficulty. There is no magic which can be performed by a Government which is going to make a depressed industry prosperous. It is very easy to make promises. We made several at the last election. You may say they were small promises, but they have been kept.

We undertook with regard to agriculture to hold a representative conference as soon as we came in with all parties concerned - owners, occupiers, and labourers. We attempted to do that, but we were unable, because at that time the two agricultural workers' unions refused to join in the conference. That was not our fault.

We promised to continue to agricultural ratepayers the relief already given during our term of office. We have kept that promise and made the relief permanent. We went a step beyond that by including farm buildings a relieving them of the larger part of their then net actual value for rating purposes.

We promised to promote small cottage holdings and allotments. In 1923 and 1926 we passed two Acts in implementing that promise. We promised to make available on easy terms the results of the latest scientific research. We have done that.

We promised to take all practicable means to ensure that imported foreign produce should be sold as such. We did that in the Merchandise Marks Act of last year. We promised to develop the sugar beet industry further. That we have done by the Act of 1925, and I hope it may be possible to see that industry bringing out valuable help to the West-country as it has done already to the East and to the Midlands.

We promised to develop afforestation and drainage. We have done more land last year than has been done by any previous Government, and we have passed a Land Drainage Act, and a Royal Commission is sitting at present investigating the subject.

"Heroic Remedies."

Agriculturists are not alone in facing a falling market. They are not suffering more than the coal trade and they have not suffered as much as iron and steel. Nothing could benefit agriculture more than that long-anticipated revival of British home trade, because it is the industrial parts of the country who are our best agricultural customers.

We cannot ourselves, as a Government, see that any of the heroic remedies which our opponents are putting forward are going to be of the slightest use to the occupying farmer or labourer. The main plank in both Liberal and Labour policies relates to the tenure of land. There is a great misconception there.

The misconception is that the form of tenure lies at the root of agricultural prosperity or depression. I think what lies at the root is the question of prices and economic causes.

What has happened in the past and is happening now must continue to happen whatever the form of tenure. The more the tenure is based on the Government, it seems to me the worse off the occupier will be.

Stabilisation of Prices.

The main benefit from the policy of nationalisation would accrue to those land-owners who already find the burdens of ownership greater than its financial reward, which is far from being the result which the advocates of nationalisation have in mind.

We all agree it would be a great thing if we could ensure a uniform and steady level of prices, but I have never yet discovered a method by which you can put this idea into practice that is not free from serious objection. The experience of the Wheat Commission in the war showed the extreme difficulties of a public authority undertaking a policy of over-seeing purchases. You cannot escape from the dilemma that if an importing authority buys cheaply, they bring down the price for the home producer.

(Continued on next column.)

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Leave Shanghai	Sept. 3rd	Oct. 3rd
Arrive Tsingtau	Sept. 5th	Oct. 5th
Leave Tsingtau	Sept. 7th	Oct. 7th
Arrive Wei-Hai-Wei	Sept. 9th	Oct. 9th
Leave Wei-Hai-Wei	Sept. 11th	Oct. 11th
Arrive Chefoo	Sept. 13th	Oct. 13th
Leave Chefoo	Sept. 15th	Oct. 15th
Arrive Taku Bar (for Tientsin & Peking)	Sept. 17th	Oct. 17th
Leave Taku Bar	Sept. 19th	Oct. 19th
Arrive Dairen	Sept. 21st	Oct. 21st
Leave Dairen	Sept. 23rd	Oct. 23rd
Arrive Tsingtau	Sept. 25th	Oct. 25th
Leave Tsingtau	Sept. 27th	Oct. 27th
Arrive Shanghai	Oct. 1st	Oct. 28th
Leave Shanghai	Oct. 3rd	Oct. 31st
Arrive Hong Kong	Oct. 5th	Oct. 31st

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Telegraphic Transfer	133 1/2
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Berlin	20.40 1/2
Stockholm	18.17 1/2
Oslo	18.80
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Prague	163 1/2
Helsingfors	192.70
Madrid	28.43
Lisbon	27.15
Athens	87 1/2
Bucharest	805
Rio	6.27/32
Buenos Aires	1/5.57/64
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TSINGTAO'S TRENCHES.

FRIENDLY SOLDIERS READY
TO EXPLAIN.

WELL-BUILT WORKS, BUT
WRONGLY-PLACED
ARTILLERY.

At 2 o'clock on the afternoon of Thursday, July 17th, writes the *North China Daily News* correspondent, we left Tsingtao in a special six-seater Studebaker car for a scout round the front of the Tsingtao defences, "we" being the *New York Times* correspondent, H—of Tsingtao, and the local *Times* man, a Chinese chauffeur at the wheel and the dicky seat well occupied in consequence. We reached Sufang, with its great factories in no time, called in at the station, which was entirely devoid of life, there not being even a sentry on duty, and thence went on to Tsangkou, passing on the way a surprising number of motor trucks and cars, all flying Japanese flags, and containing hefty loads of attractive-looking Chinese trunks, besides a plethora of human cargo. Evidently some people were getting nervous enough to convey themselves and belongings to Tsingtao. Tsangkou Station stands right beside the main road, and beyond it at no distance lies Kiaochow Bay, the railway line skirting its coast towards Kiaochow, in the big sweep of the westward curve.

At length we came to where a long road branches off towards a waterworks, observable about a mile off upon our left front, in the direction of Kiaochow, and here we saw what evidently support line of troops, staked under the trees along it, but having no trenches at all. About 100 yd. in advance along our road, five soldiers were engaged in cutting down a small tree by the roadside, a piece of very unnecessary vandalism, since it in no way obscured forward vision, but *c'est la guerre*.

Women Escorted by Elders.

We met, a rather pathetic little group by the roadside at another point, a party of village maidens, evidently being removed to safety from some trenchline village region, each with her bundle of treasures in her hands, plodding along, and escorted by one or two elders.

It was sometimes very difficult, and rough going for the car, but we had gone twenty miles and Nanchengyang village ahead of us gave hopes of an early arrival at our objective, the front trenches of the defence. Passing through that place, we emerged once more into the open country, noting as we went that the village contained the first troops in billets we yet had seen. In front of us lay Chengyang, the railway line on our left passing just to the south of it, and, reaching that town, we turned left down the main street to the railway station and entered the platform to chat with the officials. Here was one train just about to leave for Tsingtao in ten minutes. Only a few passengers were aboard, and practically no baggage.

The officials told us that, since the previous evening, six trains of Japanese troops had passed on towards Kiaochow and Taiman from Tsingtao, and that the front defence line was only two li beyond the Chengyang railway bridge which crosses the Nauchuan or Shichiao river-bed just west of the town.

Well Built Trenches.

A mile westward of the Chengyang bridge run the trenches. They commence from the bay, half-mile south of the bridge, and run due north-east to Taimo, and, taking advantage of the lie of the ground locally, they command a clear view of all the land in front for miles.

The trenches themselves are very well made indeed, being rivetted throughout and dug to a depth of five feet; the face is raised two feet above ground level. A fire step and little places to deposit cartridges, etc., are made inside the walls, and every 100 yd. or so communication trenches angle their way up to the front line. We were followed by soldiers, who kindly took us round, and we made our way to a commanding eminence in the trench line from whence we could see on all sides. This site is about a quarter mile north of where the trenchline crosses the railway, and is crowded with a quick-firing gun position containing a one-pounder gun and crew. We noticed that every little way along the trenchline is a quick-firing gun or trench-mortar in position.

(Continued on next Column.)

AMERICA'S SLAVES.

WHITES IN BONDAGE IN TEXAS.

CHARGES AGAINST KU KLUX KLAN.

New York.

Slavery in the form of peonage and involving even whites in its grip is now reported from Texas. A man named Straps and his wife, who were flogged by five masked men, will be used as witnesses against D. Osborne, who is charged only with assault. A man and his wife, relations of Straps, were also flogged.

It is stated that Osborne was employed by their owner, the tenant of the farms these people occupied, and that the floggings were done to drive them away and make the Straps work two farms.

A case recently reported of a negro who escaped from Florida alleging that he had been kidnapped when his car broke down ended in the freeing of a large plantation owner, who admitted thrashing negro men and women with a strap, but brought witnesses to deny peonage.

A characteristic outbreak of whipping seems spreading in the South. A schoolmaster and three other men at Toccoa, Georgia, have been arrested on a charge of almost flogging to death a woman they charged with loose behaviour, and her son, aged 15, who tried to defend his mother. Three other floggings were disclosed, two of them of women. The victims assert that the floggers belong to the Ku Klux Klan.

In the State of Mississippi, on the very day that New York was acclaiming Lindbergh as the type of American chivalry an armed mob seized two negroes accused of shooting a foreman in a quarrel, poured petrol over them, and burned them to death.

To understand how light is the defence, we saw nobody on duty except the gun crews and not an infantryman or rifle in the trenches at our particular point of investigation, over an area of a mile or so. The troops were in whatever billets were obtainable behind the lines and those strolling about told us that the enemy are distant about 40 li (13 miles) from this trenchline. On our way back from the trenches to Tien Ho Kung Temple, to rejoin our car, we met Captain Ma, in command of that sector, and conversed with him. We were particularly struck with the courtesy of all the soldiers we met. One party asked us if we were proceeding one to Kiaochow.

Artillery Protect Hinterland.

We commenced the return journey about 5 o'clock and till that time absolutely had failed to discover any artillery support to the line. We therefore returned by another route, keeping more towards the hills, though the roadways there were worse than those by which we had gone forward. However, eventually we struck the Tsangkou-Taimo road and went homewards along it till we came to where a good road turns off it over the Tangshanling Pass, through the hills leading to Litann. All the way up towards the hills, we passed through thick orchards, the grapes, apricots, and apples hanging in clusters ripening in the sun. High up on the hillside and just beside our road, we came at last upon artillerymen digging gun emplacements, and just over the first ridge, a battery of field-guns were parked, waiting their carriage into position. We learned the defence of the pass is considered of much importance, and that other passes similarly are guarded all the way to Chin Shui (Nine Waters) half-way up the Laoshan valley.

We considered the artillery position ten miles behind the trenchline was too far back to afford support to the infantry in the trenches, so must have been intended solely for guarding the pass, excepting in the case of a retirement, when they would come into action to cover a retreat. As an offensive position in support, that of the battery we saw was wasted. We had come to the conclusion at the front that the enemy were inactive for fear of an attack from the north upon their flank and rear, since we knew that Marshal Chang was sending reinforcements under his Chief of Staff, General Li Teh Yin, to attack the enemy troops at Kacmi and relieve the Tsingtao defending force.

Leaving the Tangshanling Pass, we returned back through Litann, well pleased with our reconnaissance, and learned on our return that a British lady and her husband had the previous evening also taken a jaunt in their car and visited the trenches before us. This confirms us in the belief that Tsingtao summer visitors will discover a new pleasure in addition to the treat that Tsingtao has to offer in the form of visits to the front. — *North China Daily News*.

WIRELESS IN TURKEY.

INCREASING POPULARITY.

MAKING PEASANT LIFE MORE GAY.

The popularity of wireless in Turkey is extraordinary. A year ago only a few enthusiasts possessed wireless sets, but to-day there are thousands of listeners throughout Asia and European Turkey, and Constantinople dealers find themselves unable to cope with the demand for wireless material.

At present there is only one wireless station in Turkey, that of Osmanli, 16 miles outside Constantinople. Osmanli receives and transmits, and has a wavelength of 1,500 metres; its call is "Radio Stambul." On June 15th, however, a new station, which has cost over 210,000, will be opened at Angora, and it is said that this station will be the most powerful in the Near East. The control of wireless telegraphy in Turkey is in the hands of a limited company in which the Post Office, the official Anatolian News Agency, and the Banque d'Affaires are interested. Any one can purchase a licence by paying 2TL (30s.) and a heavy fine is imposed on persons who listen without possessing a licence. The daily programme broadcast by the company is divided into two parts; the first begins at 5 p.m. and continues until 7; the second is from 8.30 to 10.30. Darul-el-han, the Turkish Conservatoire, provides Oriental and Occidental music played by an orchestra composed of men and women. Darul Talim, another Turkish orchestra, plays Oriental music.

Turkish Music.

The first item usually consists of Turkish music followed by Anatolian melodies composed by Rashid Jemal and other Turkish musicians. Piano and violin solos by local artists are also given, and there is a movement on foot to start a Turkish musical broadcasting society. Western European classical music invariably finds a place in the programme, while the Anatolian Agency gives out a summary of the day's news. The jazz band from the Yildiz Casino is a regular and popular feature, and the prices of the Stambul Cereals Market are eagerly awaited by merchants in the interior of Anatolia. After 10 p.m. it is the turn of the principal European capitals, and unless atmospheric conditions are unusually bad, Moscow, Berlin, Vienna, Paris, and Rome can be heard within great distinctness.

Villages Enthusiastic

Owing to the lack of railway and road communications in Anatolia, many of the smaller towns and villages have hitherto been virtually isolated from the outside world. All kind of musical and other entertainment has been denied them, and the only occasions on which their inhabitants were able to hear concerts were when they came to Constantinople. Now this is all changed. Far away spots like Erzerum and Diarbekir, not to mention smaller places in Eastern Turkey, find themselves linked up, by means of the wireless, with Constantinople and with Europe.

In Public Places.

Because of their somewhat prohibitive cost, wireless sets are not yet within the reach of all, but hotels, restaurants, cafes, chemists, barbers' shops, and the like have shops, complete with loud speakers, with the result that these establishments are crowded every night. The Anatolian peasantry are indeed said to be exceedingly impressed by the possibilities of wireless. Many of the peasants are unable to read or write, but they have an ear for music and appreciate the material advantages which wireless may bring to them.

Here and there one comes across a fanatic who thinks that wireless is an invention of the devil, and in this connection an amusing story is going the round of Constantinople. One of the Deputies, who has been foremost in popularizing the wireless, has a cook who refuses to believe that the sounds emanating from the wireless set come from the outside world. He persists in believing that there is some hidden spirit inside the box, and so obsessed is he with this idea that he has threatened to break up the whole installation, rendering it necessary (Continued on next Column.)

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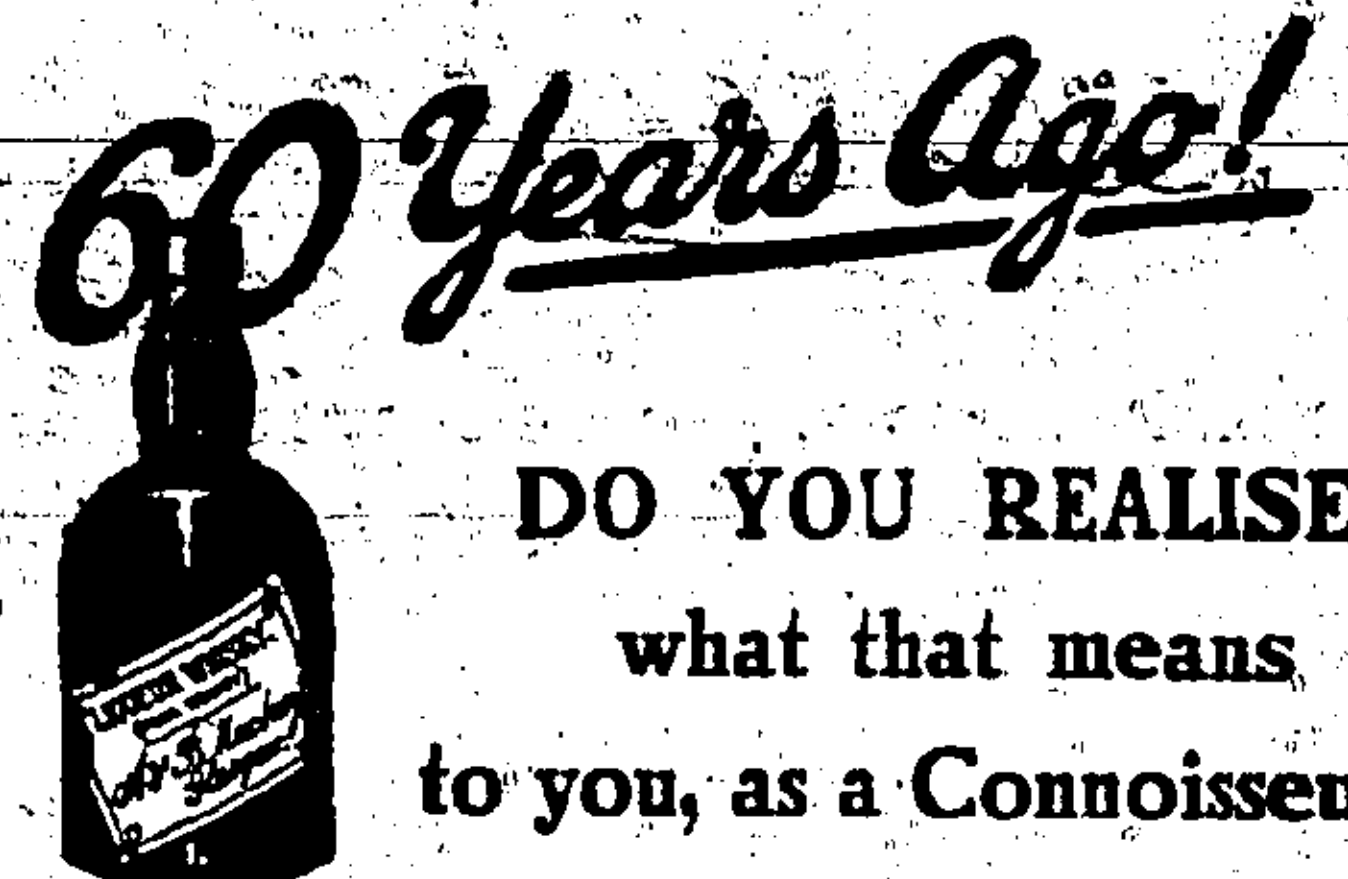
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[A.P.S.]

for the Deputy to take steps never to leave his set unguarded.

Politicians Take a Hand.

The Turkish wireless company is now engaged in experimenting with the broadcasting of speeches, as the Government have realized what a useful ally wireless can be to them during the coming elections. The first occasion on which a speech will be broadcast will be towards the end of June when the Kemalist Party is holding its Congress in Angora. The Ghazi Pasha will deliver a long and important speech in which he will review the progress of Turkey since the revolution in 1922. Arrangements are being made to broadcast his speech throughout Turkey and all over Europe. As the President of the Republic will speak in Turkish, his speech will be unintelligible to the vast majority of Europeans; but the various Turkish Embassies and Legations abroad hope to be able to listen to their chief. The Ghazi Pasha himself has done all he can to encourage the development of wireless in Turkey, and he would appear to have been quite as successful as he has been in other and similar "modernizing" schemes.

On the side altar he ruined an old picture of the Madonna and took the pearls surrounding it, which were of little value. The greatest damage was done by the altar of St. Phosphorus, where the skeleton of the saint was enclosed in a glass coffin. There was a ring on the finger of the left hand. The burglar smashed the coffin, broke off the finger, and took the ring away. Pieces of the finger were found on the floor. The thief escaped in the same way as he had entered, but left untouched several valuable chalices in the sacristy.

SAINT'S COFFIN ROBBED. RING WRENCHED FROM SKELETON HAND.

A remarkable act of sacrilege and robbery has been committed at Holy Trinity Church, Spalena, by a burglar who secured an entry by climbing up the roof of a lightning-conductor and smashing a hole in the roof of the sacristy.

In the church itself he went to the High Altar, broke open the tabernacle, took the ciborium and scattered the communion wafers about the church.

On the side altar he ruined an old picture of the Madonna and took the pearls surrounding it, which were of little value.

The greatest damage was done by the altar of St. Phosphorus, where the skeleton of the saint was enclosed in a glass coffin. There was a ring on the finger of the left hand. The burglar smashed the coffin, broke off the finger, and took the ring away. Pieces of the finger were found on the floor. The thief escaped in the same way as he had entered, but left untouched several valuable chalices in the sacristy.

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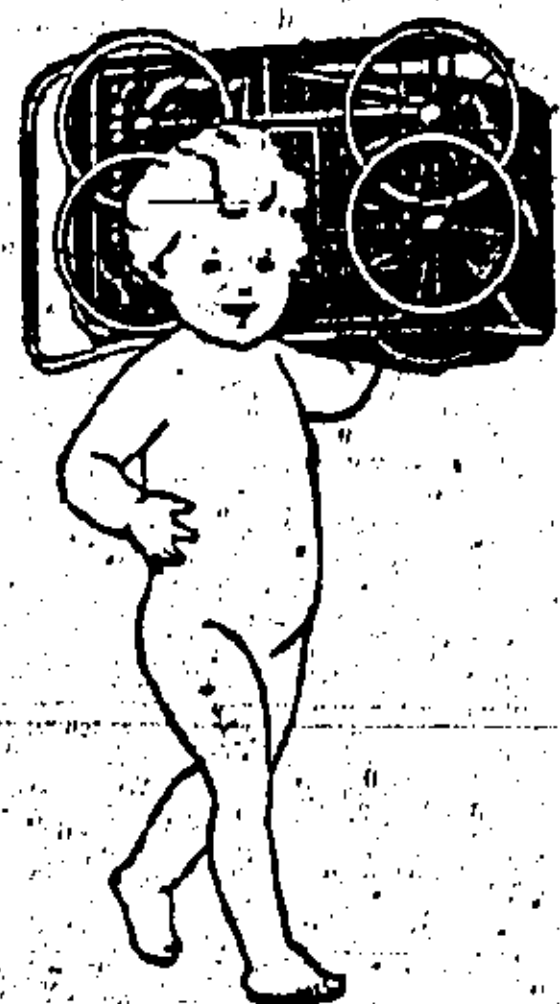
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HOME SECRETARY ON CHINA.

Anglo-Japanese friendship was the keynote of the speeches at the annual banquet of the Japan Society, held on June 30th in the May Fair Hotel, Berkeley-square, which was honoured by the presence of Prince George, who recently returned from Japan.

Baron Matsui, the Japanese Ambassador, occupied the chair as president of the society, and was accompanied by Baroness Matsui. A gathering of 300 guests included a large number of distinguished naval officers, among whom was Admiral the Hon. Sir E. R. Fremantle, who is in his ninety-second year, and is the oldest Admiral of the Fleet.

The Japanese Ambassador, in proposing the toast, "Our Guests," spoke of the mutual friendship existing between England and Japan, which, he said, was growing warmer. He hoped there would arise further occasions when the Princes of the Royal and Imperial Houses would make more visits to the two countries, and bring the two peoples into closer touch in the same way as the Imperial tour of the Duke and Duchess of York had further strengthened the bonds of union of the great British Empire. (Cheers.) He was happy to welcome among their guests Prince George, who during his recent visit to Japan, had endeared himself to the people of that country.

Two Happy Visits.

Prince George, in responding, alluded with pleasure to the two happy visits he had made to the beautiful land of Japan. "My admiration of what I saw there, my appreciation of the treatment I received, and my hopes of revisiting it all are surpassed by none," he added. "Knowing that one of the chief objects of the Japan Society was the promotion of the study of things Japanese, he had a slight feeling of disappointment to find that he was sitting, down to an English meal, but such feeling was quickly dispelled by the practical and charming way the society had been carrying out their second object—the promotion of social intercourse between the two nations. "It gave us in England," he proceeded, "great pleasure to know that Prince Chichibu was being educated in this country. We deeply regretted his leaving us when his sad duty recalled him, and that even—the death of his Imperial Majesty the late Emperor of Japan—was felt throughout the British Empire as the loss of a friend and brother-in-arms." He hoped that his duties as a naval officer would take him, or, failing that, would permit him, once more to visit the land and the nation whose geographical position, whose historical associations, and whose code of chivalry—which, in modern parlance, was good sportsmanship—were so similar to our own. (Cheers.)

Community of Ideals. Sir William Joynton-Hicks (Home Secretary), proposing "The Japan Society," said it was thought, he had no doubt, in many quarters that when the Alliance between this country and Japan was allowed to lapse the two countries would drift apart. "But there was something more that bound Japan and England together which would endure whether a formal alliance be there or not. (Cheers.) He spoke of a community of ideals. (Cheers.) It was a strange thought that Japan and England, whose national lives had developed along such totally different lines, and for centuries without one point of contact, should have found themselves in the end working with the same disinterested passion for peace towards a common goal. (Cheers.) The grafting on to one of the oldest cultures of the world of the best that modern England could offer had been at once the most astonishing and the most successful experiment of recent times. The world was still sick, and the disorders born of the war had not yet run their course. The friendship that existed between the two peoples would work both to cure them and to prevent their recurrence. (Cheers.)

We were now facing together in China the common danger as we did in the war, but unity of action against revolutionary bodies was not the most that he looked for from our spiritual alliance. These bodies, however gallant they might be, were born in a day and would die in a day, the offspring of a war-torn world. The visits of Prince Hirohito and of Prince Chichibu to this country, and the visits of the Prince of Wales and Prince George to Japan were symbolic of the trust the two peoples had in one another, and were a guarantee of the continuance of happy relations. It was only to our friends that we lent what we prized. (Cheers.)

NANKING-MUKDEN CONFERENCE.

CHIANG KAI-SHEK'S PERSONAL AFFILIATIONS.

CHANG TSO-LIN'S WISH FOR ANTI-RED CAMPAIGN.

Peking, July 22nd.

The conferences at present taking place in Peking are parleys of go-betweens industriously exploring grounds for an understanding between Mukden and Nanking, says the *North-China Daily News* correspondent. They have one bond in common in the Japanese Military School. Many of the present leaders in China are Japanese educated. The 1910 class includes Chiang Kai Shek, Yang Yu-Ting, Han Lin Chun, Yen Hsi-Shan, Ho Cheng, and Yu Ying Lo. These military men have fought under many different banners, but they are united through their common military education, and this, with all it connotes, is one augury for the eventual arrangement of some kind of breathing spell.

Chiang Kai Shek's Fellow Students.

Chiang Kai Shek went to the Japanese Military Academy in 1908, but at that time as a self-supporting student. When the Manchurian Ministry of War heard about it they asked the Japanese Government to dismiss him on the ground that he had received no official nomination to study military tactics in Japan. All Chiang's fellow students were officially nominated, and he was suspected of being a revolutionary. Chiang came back to China and joined the Paoingfu Military School, where, with the advantage of his past training in Japan, he carried everything before him. His success entitled him to official nomination to the Japanese School where he met men who are now influential members of various factions.

General Ho Cheng is just a personal friend of General Chiang Kai Shek. Neither he nor Yu Ying Lo has any authority to discuss a truce and an eventual arrangement with Chiang Kai Shek.

The Shansi delegates were invited to Peking by Chang Hsueh Liang, who with other members of the Young Mukden Party is very anxious to promote peace. Ho Cheng is an old Tungmenghui man, but was not identified with the 1911 revolution, nor has he been associated with subsequent Nationalist developments. By virtue of his old affiliations, however, he is regarded as the representative of his friend, Chiang Kai Shek in Taiyuanfu.

The Generalissimo's Outlook.

The visitors have now explored the ground at several conferences with the Ankuochun leaders. They have not yet seen the Generalissimo, but it is hoped to arrange a first meeting with Chiang Kai Shek, has sent his answer to the telegram dispatched last night by Yu Ying Lo outlining Marshal Chang's point of view as revealed by his subordinates. I am told in well-informed circles that this is as follows:—Marshal Chang wishes to pursue his anti-Red campaign, and he believes that there should be no cessation of effort. He understands Chiang Kai Shek to be as firmly convinced of this necessity as he is himself. In these circumstances he would welcome an alliance for the elimination of the Reds. Much work still remains to be done. Feng Yu Hsiang is Red, and Hsiao Kow's power has by no means been broken. When such work remains to be done it is idle to talk about political changes which in any should be left to a People's Conference.

Such is the substance of Marshal Chang's attitude of mind towards the present parleys of go-betweens. His refusal at present to talk of political changes is responsible for much pessimism in Shansi circles, where they say that the political allegiance of Mukden to the Kuomintang is the central plank of Chiang Kai Shek's stand on the question of an understanding between Nanking and Peking.

Foreign opinion is sceptical of anything except an extended period of conversations.

HONG KONG POLICE RESERVE.

(ORDERS BY THE HON. MR. E. D. C. WOLFE, CAPTAIN SUPERINTENDENT OF POLICE.)

CHINESE COMPANY.

Parades.

Thursday, July 28th.

"A" Squad and Recruits will attend at Central Police Station for Squad Drill and Rifle Exercises under Sergt. R. J. Hunt at 5.30 p.m. sharp. Dress: Mufti. Belt with frog to be carried.

Men detailed from "D" Squad will attend at Police Training School, Bonham Road, at 5.30 p.m. sharp for Revolver Drill under Inspector H. J. Paterson. Dress: Mufti. Belt need not be carried.

Tuesday, August 2nd.

All ranks will parade at Central Police Station at 5.30 p.m. sharp for Squad Drill and Rifle Exercises under Sergt. R. J. Hunt. Dress: Mufti.

Revolver Shooting.

All ranks of the Chinese Company (except new recruits) will attend for instruction in Revolver Shooting at the Police Revolver Range under Inspector H. J. Paterson on Saturday, July 30th. Fall in at Central Police Station at 2.10 p.m. sharp. Dress: White uniform with helmet and belt. No frog nor truncheon. Any member possessing a revolver licence may bring his private revolver with him.

Truncheons.

Those who have been issued with a long truncheon will return it to the Police Store in exchange for a short pattern one as soon as possible.

Special Searching Duty.

The O.C. Chinese Company will detail squads of six men for special searching duty both in Hong Kong and Kowloon commencing first week in August and continuing until further orders. Each squad will go out for duty in charge of a regular European Police Sergeant or Lance-Sergeant. Dates and hours of duty to be arranged with Divisional Inspector, Central and Yumati respectively. Men on special searching duty will wear white uniform with cap, belt and truncheon. Revolvers will be drawn at the respective Stations fifteen minutes before hour of duty.

INDIAN COMPANY.

The Indian Company will parade at the Central Police Station compound at 5.30 p.m. sharp on the following dates for squad drill under Sergt. H. J. Hunt:—

Friday, July 28th.

Monday, August 1st.

(Sgt.) G. N. HARTYD.

D.S.P. (R.), Adjutant.

Hong Kong, July 26th, 1927.

JAPANESE IN CHINA.

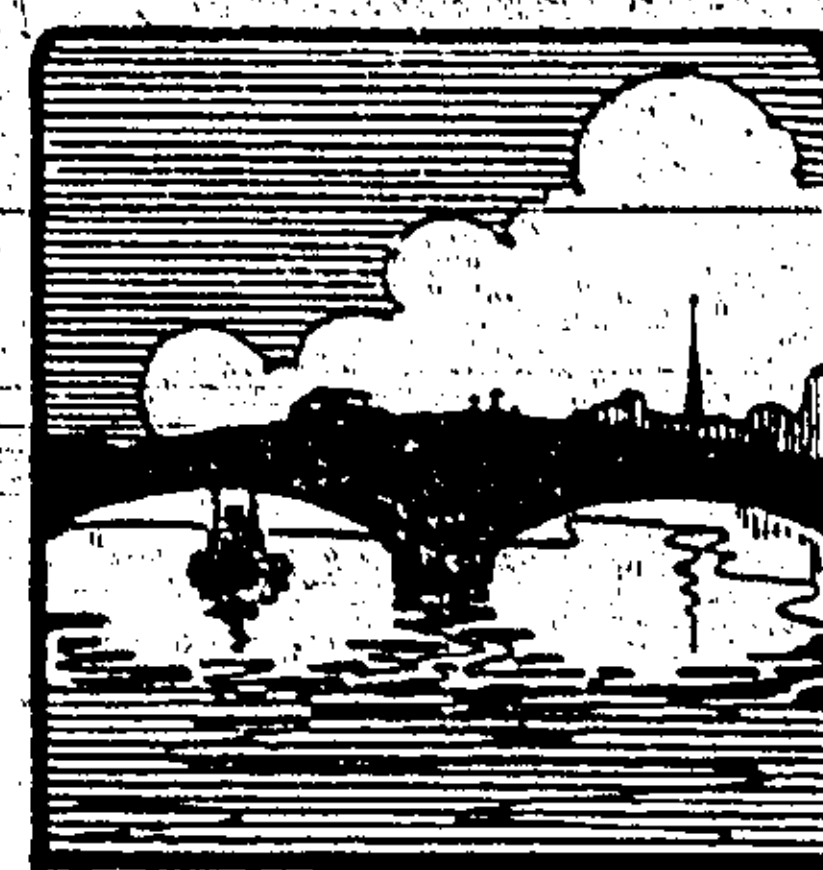
LOSSES OF RESIDENTS IN THE YANGTZE VALLEY.

At the Eastern Conference on the 2nd instant, matters relating to the relief of the Japanese residents along the Yangtze were chiefly discussed. Consisting of the meeting, it appears that the Yangtze Valley exceeds 25,000 in number, of whom some 3,250 live outside Shanghai. Of these Japanese, some 2,600 have evacuated their places of residence in connection with the civil commotion in the country, and about one-half of this number represents non-salaried men. With regard to some 650 Japanese who refused to withdraw, about 300 out of the total number constitute non-salaried men, and these are deprived of the means of subsistence. In other words, 1,300 Japanese lost their means of living by their withdrawal, and 300 more are in a similar plight, though they remain behind. To these poor people totalling some 1,600 a helping hand must be extended.

Some complaints were made by some officials that instead of protecting Japanese residents at their place of residence, the Government advised them to withdraw. For this, they contended, the Government could not escape moral responsibility at least. Relief must be promptly given to the 1,600 Japanese who are actually in serious straits. Referring to the damage suffered by the Japanese residents in connection with the Hankow and Nanking affairs, it was stated that the loss directly incurred might be put at Yen 700,000. The Chinese Government must, of course, pay the damages, but as the negotiations in this respect are not expected to be brought to a speedy conclusion, the Japanese Government must compensate the Japanese residents for the loss, pending the recovery of damages from the Chinese Government, as otherwise it would be impossible to expect the suffering residents to go back to their former places of residence. As to the loss caused to Japanese residents indirectly it must be enormous.

Japan Chronicle.

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HALF FARES FOR SOLDIERS.

ON THE KOWLOON BUS SERVICES.

COMPANIES' READY RESPONSE TO K.R.A. REQUEST.

The Kowloon Residents' Association, having been asked to request the proper authorities that Service men may be allowed to travel half fare in first class seats, wrote to the several Bus Companies and the undenied replies have been received:—

China Motor Bus Co.,

Hong Kong, July 26th, 1927.

Dear Sir,—In reply to your letter of the 21st instant we beg to inform you that this Company has much pleasure in complying with your request by granting half first class fares to soldiers and sailors travelling in our buses.

Hoping you will kindly notify them to this effect accordingly. Yours, etc.

CHINA MOTOR BUS COMPANY,

(Sgd.) NGAN SHING KWAN,

Managing Partner.

The Kowloon Motor Bus Co., Ltd.,

Kowloon, July 22nd, 1927.

Dear Sir,—In reply to your letter of the 21st inst., we beg to inform you that your request, to grant half first class fares to soldiers and sailors using our buses, will be complied with, and all our conductors have been instructed to that effect accordingly.

We wish further to point out to you that half fare will be granted to those travelling on first class only, and does not extend to the second class riders, as at present some, though few, of the Service men pay only 5 cents for a distance of two sections, e.g., from the Star Ferry to Kowloon City, which should in all cases be 10 cents. We shall, therefore, be pleased if you will kindly bring this point to the Service men also as you are informing them of our granting half first class fares.

Thanking you for your request and assuring you of our hearty co-operation at all times.—Yours, etc.

The Kowloon Motor Bus Co., Ltd.,

(Sgd.) L. G. CHONG,

Manager.

UNITED ASBESTOS AGENCY.

ANNUAL REPORT.

LOSS ON THE YEAR'S WORKING.

The report of the United Asbestos Oriental Agency, Limited, for the year ending May 31st has just been issued. It will be submitted to the shareholders at the 31st ordinary annual meeting of the Company to be held at the offices of Messrs. Dodwell & Co. on Tuesday, August 9th, at noon.

The balance at the debit of Profit and Loss Account, after deducting \$4,150.90 brought forward from last year, is \$11,750.42 which is carried forward to a new account.

The accounts were audited by Messrs. Linstead & Davis who, being eligible, offer themselves for re-election.

INDIAN GIRL-WIFE'S DESPAIR.

SUICIDE RATHER THAN LIVE WITH HUSBAND.

ALLAHABAD.

A tragic story of a Maharratta child-wife, aged 11, who drowned herself when being returned to her husband is reported from Secunderabad. The girl was married when she was 6, and, in accordance with religious custom, was sent to her husband's house two months after marriage. After a short stay she returned to her parents' house but was sent back. She again returned and was again sent back. This happened several times.

Finally the father sent the girl in the custody of a relation to her husband at Shahabad, but the child jumped out of the train at Narayanpet station and ran to a well. The driver of the engine rushed to the scene and pulled the girl out. She was alive but unconscious, and died almost immediately.

FEARS OF RED
INVASION.MORE TROOPS SENT TO
THE BORDER.PRECAUTIONS IN KWANG-
TUNG.

(FROM OUR CHINESE CORRESPONDENT.)

It appears to be the policy of the politicians and militarists in Canton to tolerate conflicts among the workers. Disagreement among the workers, themselves has prevented a united front among the poor class against the present luxury tax, the abolition of which is being demanded by the merchants. The Kuomintang Administration it is believed will not pay any attention to the agitation of the merchants who are to demonstrate on August 3rd against the enforcement of the additional tax. As a matter of common sense, it should be the workers, and not the merchants, who should protest against the new levy.

Local troops of General Li Fuh Lin, of the 5th Army, long considered the mainstay of the forces for internal defence, are receiving orders to enter Kiangsi Province for the purpose of "anti-Red" service. A detail of the 5th Army will depart for Kiangsi from Canton during the next few days.

Military stations with provisions to supply troops are now being established at Shuechow, Lokchong, Pingshih, and other Northern Districts. Pro-Hankow armies are in Hunan and Kiangsi ready to invade Kwangtung, and large bodies of "anti-Reds" are on their way from Canton to the borders to keep watch.

The celebration of the first anniversary of the Northern Expedition was spoilt in Canton last Monday not only by bad weather but by bad feeling among the respective followers of General Chiang Kai Shek and General Li Tsai Hsin. In the military review on the East Parade Ground, General Li, as Chief of Staff to the Commander-in-Chief (General Chiang Kai Shek), took the salute. General Chiang and General Li are supposed to be working together, but there is jealousy between their respective followers. The large quantity of anti-Chiang Kai Shek pamphlets circulated during the celebration has been attributed to the enemies of Chiang personally as well as to "Reds," while there are reports, suppressed in Canton, that Chiang's followers have made attempts to assassinate General Li.

What can a small shop-keeper do against a large labour union? In Canton, a man was seen the other day carrying a banner with the inscription: "I have labelled the Union and am offering apology by displaying this banner and fire-crackers." He was the proprietor of a small shop and had no guild to support him in a dispute with a labour union. He had to undergo the disgrace, as he could not seek redress anywhere.

HOSPITAL COMFORTS.

The Committee begs to acknowledge with many thanks receipt of the following for the Hospital:—
Parcels of magazines from Mrs. W. L. Handyside, Mrs. Pryde, Mrs. Dunlop, Mrs. Minett and the Hon. Mr. J. Owen Hughes.

CANTON STEAMSHIP
BOYCOTT.

A SETTLEMENT EXPECTED.

K.O.S.B. BAND RETURN BY
"TAISHAN."

When the s.s. *Taishan* berthed here last night, our representative had the good fortune to meet a well known Chinese merchant who holds an important place in Canton's shipping circles, and from him, he learned that as a result of the negotiations between the Hong Kong, Canton and Macao Steamboat Company representatives and the Chinese Seamen's Union, a settlement of the passengers' boycott will soon be effected.

Our informant said that he was present at several of the dinner parties given alternately by the Company and the Union, and judging from the attitude of the Seamen's representatives an amicable settlement would not be long delayed.

The Passengers on "Taishan." The band of the K.O.S.B. who went to Canton on Friday last to play in a series of open air concerts at Shamen returned last night by the *Taishan*. Among them were a few members of the little garrison there who have come back for a change.

There are not many facilities for recreation on Shamen and the men are changed round as much as possible.

There were only two Chinese passengers on the same boat.

TWO PIRATE OUTRAGES.

OVER 200 LIVES LOST.

GALLANT FIGHT IN A STORM.

(FROM OUR CHINESE CORRESPONDENT.)

Pirates operating in Canton waters between Namhoi and Shumtak on the morning of July 25th attacked a passenger and freight junk, *Mun Shing Shun*, from Taitung, sinking her with a mine. Both the junk and the tug towing her were sunk, and some 163 persons were drowned. Only 63 were known to be saved. The tug and the junk were going to Canton from Taitung.

On the same day, another tow-boat, the *Hop Kee*, on her way from Canton City to Koonshan, met with a gale and while she was in distress, the gallant pirates in the neighbourhood of Samshan attacked her. Her crew and guards returned the fire, and a stubborn fight ensued, in which more than 50 persons, mostly passengers, lost their lives.

Rescue parties from Canton City have gone to the scene of disaster, and further details may be available upon their return to Canton.

ANOTHER ARMS SMUGGLER
CAUGHT.

MAXIMUM PENALTY IMPOSED.

A Chinese who was caught on the "C" deck of the s.s. *President Cleveland*, with a parcel containing two mauler pistols and 200 rounds of ammunition, was taken before W. Schofield, at the Kowloon Magistrate yesterday. The maximum penalty for an offence of such nature was imposed.

The defendant in pleading guilty to the charge said that he was instructed to take the parcel ashore by a passenger. But according to Sub-Inspector Dorling, the man was seen on the deck with the parcel in his hand, and when the officer approached him, he made an attempt to throw the parcel overboard. The man instead of looking for the passenger, who he said had given him the parcel, appeared to be in a hurry to get away from the ship.

Defendant was fined \$1,000 with the alternative of one year's hard labour.

PASSENGER JUNK
OVERTURNS.NEARLY 200 LIVES LOST
NEAR HONG KONG.S.S. "WING ON" ATTEMPTS
RESCUE.

A large passenger junk was capsized by the "blow" on Monday and nearly 200 Chinese were drowned near Wangmian. The s.s. *Wing On*, which was anchored five miles below her usual berth rendered what help she could but was only able to save nine lives.

According to the *Wing On*, this junk was being towed by two launches and passed her at First Cliff. She was heavily laden but appeared to be in no danger. After the *Wing On* had anchored, wreckage of deck-houses, spars and bales of cargo drifted by and a closer inspection revealed that human beings were clinging to the wreckage. Immediately the *Wing On* launched a boat and life-lines were thrown out. Owing to the high tide and swift current running, the *Wing On* was only able to pick up nine persons.

About fifteen minutes later, the tow with the junk upside down came into sight and no fewer than forty persons were clinging to this overturned craft. The *Wing On* renewed her efforts at rescue work. She weighed anchor and proceeded at full speed after the tow, but the velocity of the wind prevented her from getting alongside the wreck. After many attempts, the *Wing On* had to cease as the wreck was floating into a narrow channel bounded by rocks and shoals.

The survivors who landed at Kowloon later said that the tow had approximately 200 passengers, and when the squalls came those on board rushed to the lee side, causing the junk to list and make water. Panic seized the passengers and they ran in all directions thereby upsetting the boat.

The overturned junk was seen at Plover Island by the *Wing On* on her return trip, but there were no survivors in the vicinity though a dead body was seen.

H.M. s.s. *Cicala*, *Nessus* and *Faulkner* were standing by but it was doubtful whether they had rescued any of those on board the tow. Two Chinese war junks were also on the spot and owing to their shallow draught, it was possible for them to save few lives.

AMBULANCE BRIGADE TO
THE RESCUE.GOOD WORK DONE AT HOUSE
COLLAPSE.

When the two verandahs at No. 349, Queen's Road West, collapsed on Monday evening, thirty members of the A.M.Y.A., Kowloon and Mongkok Ambulance Divisions were promptly in attendance and rendered first aid to four patients. The injured party were: Ip Shu (7 years), shock; Lee Tak (21 years), injury to face, leg and spine; Lau Kau (31 years), injury to fingers of right hand; Lee Kam (24 years), injury to face and right hand.

The four patients were removed to the Government Civil Hospital for further attention and examination. Sergt. Ng Hon Sang, Mongkok Ambulance Division, further reported the case of a male, aged 34 years, name unknown, whom he found sick and helpless in Pak Chee Lane, Gage Street. The case was reported to the Central Police Station and the patient was subsequently removed to the Tung Wah Hospital.

Sergt. Ng was early in attendance on Pun Kai, who is supposed to have jumped from one of the upper floors at the "Fire" Brigade Station on Monday last, and who sustained injuries from which he died.

THE INDIAN WARDER
ASSAULT CASE.

RE-HEARING APPLIED FOR.

"ONLY A COMMON ASSAULT."

On the ground that it was only a common assault and that the defendant had not had the opportunity of refuting the allegations made by the prosecution, Mr. Leo d'Almada made an application for a case to be re-heard before Mr. W. Schofield at the Kowloon Magistrate yesterday morning.

The case in question concerns Ghulam Ali, an Indian Warder, at Laichikok Prison, who was sentenced to two months' imprisonment by the Kowloon Magistrate on Thursday last, for assaulting two Chinese women without provocation. Mr. d'Almada said that the defendant had pleaded guilty to a charge of common assault, but an ex-parte statement had been made to his Worship that the defendant had made overtures to the women, and this had apparently led the Magistrate to take a serious view of the case and to impose imprisonment without the option of a fine.

Mr. d'Almada said that he was making the application in order to obtain a reduction or a variation of the sentence, and that he felt sure that after hearing him, his Worship would not view the case with such severity as at the original hearing.

Defendant's Record.

Commenting upon the defendant's record, Mr. d'Almada said that the man was 33 years of age and had joined the army when he was quite young. He had seen service during the Great War and had a good army record. He joined the Gaoi service three years ago and during all that time he had had an unblemished character. Mr. d'Almada said that he had also seen Mr. Franks, Superintendent of the Gaoi, who had agreed that it was rather hard on the defendant to have been sentenced to imprisonment without the option of a fine.

Mr. Schofield granted the application and set the re-hearing for this morning.

TRAFFIC CASES.

"TOO MUCH OF THIS SORT
OF GAME."RECKLESS DRIVING AT
STUBBS ROAD.

When Mr. K. S. Robertson was summoned before Major C. Willson, at the Central Magistrate yesterday morning for reckless driving at Stubbs Road, the Magistrate commented that "there has been rather too much of this sort of game at Stubbs Road." Mr. Robertson was alleged to have cut in between two buses travelling in opposite directions at a bend at Stubbs Road, and had touched both vehicles. He was fined \$15.

For exceeding the speed limit, Mr. D. L. de Leur, of the Netherlands Trading Company, was fined \$20. He was travelling on a motor-cycle along Queen's Road East, and Sergeant Baker followed him in a private car, but had to abandon the pursuit on entering the congested area in Wandichai. Mr. de Leur said that as far as he could recollect, he was driving at a moderate speed on the day in question.

A CHINESE CURE.

Two Chinese women appeared before Mr. R. E. Lindell, at the Central Magistrate yesterday morning charged with alleged cruelty to a girl of 14. The two defendants were the mother and aunt of the girl respectively, and the girl was chained up by them. Neighbours could hear the girl's cries throughout the night. After communicating with the S.C.A., the Magistrate was informed that the girl was demented. She had been in the Lunatic Asylum and was returned to her mother completely cured.

She relapsed, and the mother was trying a Chinese cure. The Magistrate advised her to take the girl back to the Asylum.

CRUSHED BY SIX-WHEEL
LORRY.CHINESE SHOPKEEPER'S
DEATH.

DRIVER EXONERATED.

The manner of a Chinese shopkeeper's death was described at an inquest yesterday on Wu Ling (33) of Middle Road, Kowloon. The Coroner was Mr. W. Chofield.

Wu was sitting on the pavement outside his shop when a six-wheeled Army lorry ran over the kerb and crushed him against the wall. He died in hospital the same night.

Dr. L. Newton, medical officer in charge of Kowloon Hospital, stated that at 8 p.m. on July 21st a Chinese man was brought into the hospital suffering from severe injuries. A piece of bone had been driven into the forehead, producing unconsciousness. Witness operated on the man shortly after his admission, and though he succeeded in removing a piece of bone from the brain, the man got steadily worse and died at about 9.30 the same evening.

The following morning witness held a post-mortem examination. He found severe laceration of the forehead, laceration of the brain, six broken ribs and a broken arm. The cause of death was cerebral hemorrhage following a fractured skull.

Capt. Stanley W. Morrison, R.A.S.C., stated that Russell, the driver of the vehicle that killed the man, had had about two months' experience with the six-wheeled type of lorry. Witness said there would be no perceptible bump if a lorry of this type crossed the kerb. The kerb at the scene of the accident was only two inches high.

Chas. Russell, R.A.S.C., driver of the lorry, said he had six months' experience of motor driving. On the night of the accident he and another driver had their vehicles outside the Peninsula Hotel. The other driver moved off towards Hankow Road, turned his vehicle, and came back to witness in reverse. Witness proceeded to do the same thing. He came to rest with his front wheels just off the edge of the kerb, then got out to see if the road was clear. He could see no one against the wall. He began to reverse slowly, and when he got half way across he saw a small boy run out and at the same time he heard a shout of "Stand clear!" He turned his head, stopped the car and switched off the engine. He felt no bump. When he went round to the back of the car he found Wu lying on the ground. He immediately reported the matter to Mong Kok police station.

Driver James Leishman and several other witnesses gave corroborative evidence. Guardsman D. Pierce said he was on sentry duty outside the Peninsula at the time of the accident. He heard a shout and saw deceased holding up his hands as if to ward off the car. The man made no movement to get clear, though he had plenty of time to do so while the lorry was backing on to the path. The Coroner returned a verdict of "accidental death."

MAN WHO JUMPED BAIL.

RE-ARRESTED AFTER TWO
YEARS.

SECOND BAIL REFUSED.

A Chinese who jumped his bail of \$5,000 in 1925, was re-arrested a few days ago, and on being brought before Mr. R. E. Lindell at the Central Magistrate yesterday morning, he was refused a bail a second time.

The defendant, who was a motor driver, was held on a manslaughter charge arising from his alleged dangerous driving in 1925. Bail was granted him in the sum of \$5,000, but he preferred to jump his bail rather than to face the charge.

He returned to the Colony recently and was recognised and information was given to the Police who arrested him a few days ago. The charge relates to the death of a Chinese at the junction of Queen's Road West and Pokfulam Road.

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NEW ADVERTISEMENTS.

THE HONG KONG & KOWLOON TAXICAB COMPANY, LIMITED.

AT AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the above-named Company duly convened and held at Des Vaux Road Central, on TUESDAY, the 5th day of JULY, 1927, the following Extraordinary Resolutions were duly passed, and at a SECOND EXTRAORDINARY MEETING, duly convened and held at the same place on WEDNESDAY, the 26th day of JULY, 1927, were duly confirmed as Special Resolutions, viz:—

- 1.—That the Company be wound up voluntarily.
 - 2.—That JOHN FLEMING, C.A., and B. R. M. CLELAND, C.A., both of Lower Bingham and Matthews be, and are hereby appointed Liquidators to act either jointly or severally for the purpose of such winding up.
- Dated this 31st day of July, 1927.
N. V. A. CROUCHER,
Chairman.

THE HONG KONG & KOWLOON TAXICAB COMPANY, LIMITED
(In Liquidation).

NOTICE IS HEREBY GIVEN pursuant to Section 181 of the Companies Ordinance 1911 that a MEETING of the CREDITORS of the HONG KONG AND KOWLOON TAXICAB COMPANY, LIMITED, will be held at the Office of the Liquidators, 3, QUEEN'S ROAD CENTRAL, Hong Kong, on THURSDAY, the 15th day of AUGUST, 1927, at 12 Noon, for the purposes provided for in the said Section.

Dated this 25th day of July, 1927.
JOHN FLEMING,
H. R. M. CLELAND,
Joint Liquidators.

IN THE MATTER OF THE COMPANIES ORDINANCES 1911
AND
IN THE MATTER OF THE HONG KONG & KOWLOON TAXICAB COMPANY, LIMITED.

THE CREDITORS of the above-named Company are Required, on or before the 15th day of SEPTEMBER, 1927, to send their Names and Addresses, and the particulars of their Debts or Claims, and the Names and Addresses of their Solicitors (if any), to the Underigned, of No. 3, QUEEN'S ROAD CENTRAL, the Liquidators of the said Company, and, if so required, by Notice in Writing from the said Liquidators, are, by their Solicitors, or personally, to come in and prove their said Debts or Claims at such time and place as shall be specified in such Notice, or in default thereof they will be excluded from the benefit of any Distribution made before such Debts are proved.

Dated this 25th day of July, 1927.
JOHN FLEMING, C.A.,
H. R. M. CLELAND, C.A.,
Joint Liquidators.

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN Certificate No. 5/NS 2895 dated Hong Kong, 14th October, 1913, for 5 Shares numbered 14623/14627, inclusive, and Certificate No. 5/NS 2896 dated Hong Kong, 14th October, 1913, for 5 Shares numbered 62432 and 37738/37739 inclusive, all registered in the Name of LI SING KONG, have been LOST or STOLEN, and should these Certificates not be produced to the Bank before the 28th JULY, 1927, New Certificates for the Shares will be issued and the said Certificates Nos. 5/NS 2895 and 5/NS 2896 will be thereupon treated by this Corporation as Null and Void.

By Order of the Court of Directors,
A. C. HYNES,
Acting Chief Manager,
Hong Kong, 29th June, 1927. [5085]

THE KOWLOON MOTOR BUS CO., LTD.

IT IS HEREBY NOTIFIED that the following persons have been appointed to hold Office as from JANUARY 1st, 1927:—

LOUIE WAI SUN,
Managing Director.
LOUIE LEUNG,
Treasurer.
LAM MING FAN,
Secretary.
L. G. CHONG,
Manager.

No Purchase Contracts can be recognized by this Company unless signed by at least Two of its Directors.
All Communications to be addressed to the Secretary.
By Order of the Board of Directors,
LAM MING FAN,
Secretary,
Hong Kong, July 18th, 1927. [5127]

NOTICE.

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INTIMATIONS.

NOTICE OF REMOVAL.

WE are moving our Office Premises as and from 1st AUGUST, 1927, to PRINCE'S BUILDING, Ground Floor, 1st Floor, 2nd Floor (next Alexander Cafe).
CALDECK MACGREGOR & CO.,
LIMITED.
(Incorporated under the Companies Ordinance of Hong Kong)

PRELIMINARY NOTICE.
BY ORDER OF THE OWNER.

PUBLIC AUCTION
OF THE UNDERMENTIONED
"VALUABLE PROPERTIES."
Situate in the NEW TERRITORIES in the Colony of Hong Kong:
NEW KOWLOON INLAND LOT No. 53, on which is situated the TAI WAN GLASS FACTORY.
This Lot is situate at KOWLOON BAY:
A FISH POND situate at NEW KOWLOON INLAND LOT No. 8 in the NEW TERRITORIES.
LOT Nos. 5908 and 5918 in SURVEY DISTRICT 1 in the NEW TERRITORIES (Agricultural Lots).
To be Sold
BY
PUBLIC AUCTION
ON
THURSDAY, the 15th SEPTEMBER, 1927, at 3 O'CLOCK P.M.
IN FOUR LOTS
BY
Messrs. LAMBERT BROS., Auctioneers,
AT THEIR
SALES ROOM,
8, DUNDRELL STREET, HONG KONG.

For further Particulars and Conditions of Sale, Apply to:
Messrs. HASTINGS, DENNIS AND BOWLEY,
8, DES VEAUX ROAD CENTRAL,
OR TO
Messrs. LAMBERT BROS.,
The Auctioneers,
No. 8, DUNDRELL STREET,
Hong Kong, 25th July, 1927. [5161]

TO LET.

FIVE ROOMED HOUSE, No. 49, in GRANVILLE ROAD, Kowloon, with Flush System and all Modern Conveniences.
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TO LET.

OFFICES TO LET on 2nd Floor, 1A, CHATER ROAD. Moderate Rental. Apply—P. O. Box No. 611.
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TO LET
OFFICES

STEPHENS' BUILDING,
67/69, DES VEAUX ROAD
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AND
PRINCE'S BUILDING,
CHATER ROAD.

APPLY S. J. DAVID & CO.

PRINCE'S BUILDING,
CHATER ROAD. [25]

MONDAY, AUGUST 8th

AT 9.30 P.M.

LEO PODOLSKY

THE WORLD FAMOUS PIANIST

VERA MIROVA

PREMIERE DANSEUSE

PRICES: \$3, \$2 & \$1

BOOKING AT MOUTRIES

QUEEN'S

INTIMATIONS.

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No. 57, PEAK, LUGARD ROAD.
FURNISHED HOUSE with Central Heating, Five Bedrooms, Four Bathrooms, Three Drying Rooms, Modern Sanitation, Grass Tennis Court and Garden—Apply: LINSTEAD & DAVIS, ALEXANDRA BUILDINGS.
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[5188]

WANTED—5/8 Roomed HOUSE, Lease, Mid-levels or near PEAK TRAM preferred.—Apply: Box No. 5121, c/o Hong Kong Daily Press.
[5121]

ROOMS.—Hong Kong, Kowloon, single, double, flats furnished or unfurnished. Flat for disposal with furniture. House \$20/30,000 wanted. Also 30,000 Sq. ft. land on Peak. SMALL INVESTORS. Tel. C. 4630

PREPAID "WANTED"
ADVERTISEMENTS.

FOR SALE—TELESCOPE with Stand, Length 37" and 3" Object Glass. Exceptionally Good Field of View. Recently Overhauled, in Perfect Condition. Price: \$300.00.—Apply: MESS. PRESIDENT, 5/2nd FLOOR, READING.
[284]

TO LET.—No. 1, KELLET HOUSE, The Peak, Four Rooms, Flush System, Separate Kitchen, Servants' Quarters. All Modern Conveniences.—Apply: Messrs. DEACONS, PRINCE'S BUILDING.
[283]

Hong Kong Office: 1A, Chater Rd.
London Office: 21, Bride Lane, Fleet Street, E.C. 4

The Daily Press
Hong Kong, July 27th, 1927

SOCIALISTS AS UNCONSCIOUS HUMORISTS.

We have always noted as a matter of curious interest that people with revolutionary ideas are singularly deficient in the saving grace of humour. A Socialist meeting is a stodge affair. Seldom is there an attempt at a jest—even at the expense of the wicked Capitalist. Perhaps this is because true humour springs from a light heart. The man who looks on life with a jaundiced eye cannot be supposed to see anything amusing in his surroundings. But sometimes all unconsciously he is the means of providing amusement for others. Mr. DAVID KIRKWOOD, the arch-apostle of Socialism, who is one of the Clyde-side Members of Parliament, belongs to this category. He recently discovered a new peril to the proletariat of the future, and has issued a solemn warning against it. The danger is not a new and mysterious device of capitalistic exploitation, nor some freshly-hatched tyranny of bureaucracy, but it is as plain as pike-staff. In short, it is railings. Nobody but a Socialist like Mr. Kirkwood could or would have thought of it. Yet there are railings everywhere—railings with sharp points and with blunt points, the wooden railings and iron railings, railings that are tall and unclimbable, and others so low that you can step over them. In fact, there are all sorts and sizes of railings. All around the children of to-day, in the school, perhaps even in the vicinity of their homes, and sometimes round the churches and the chapels, there are these reactionary railings. "Look at them," says Mr. Kirkwood in effect. "Do they not remind you of spikes and bayonets?" Looking at a railing and observing that it has a sharp point, you will perhaps

INTIMATIONS.

MORE DEWAR
EPIGRAMS.

THE HON. JOHN DEWAR'S remarks at the Distiller's Company's banquet, 2nd June, 1927, contained the following epigrams:—

Man reaps what he sows—unless he is an amateur gardener.

War does not pay, but it makes everybody pay.

The wages of war is debt. "Britannia rules the waves," but in future it may be the wives who will rule Britannia.

The real puzzle to-day is China. Never was it more necessary to handle China with care.

Four-fifths of the perjury of the world is expended on tombstones, women and competitors.

DEWAR'S
"WHITE LABEL"

AND
"VICTORIA VAT"
VERY OLD
SCOTCH WHISKY

IT NEVER VARIES

AGENTS—

A. S. WATSON
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WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841. PHONE C. 516.

[50]

agree, and this is the first step to the understanding of the matter. The true and complete explanation of what lies behind the discovery of Mr. Kirkwood.

Being a leader among Socialists he is able to account for the why and wherefore of this subtle, dangerous, and sharply-pointed propaganda. It is to familiarise the children with the idea of war-like instruments. Railings, according to a recent pronouncement of Mr. Kirkwood's nightmare, breed the war spirit. Obviously there will have to be a general disarmament of the backyard and playgrounds of the universe.

There was recently a similar type of complaint by Socialists in the House of Commons, against the Royal Air Force display at Hendon on the ground that it was wrong for school children to see it. The theory, apparently, is that when a child sees an aeroplane he instantly wants to get into it and make war on somebody. On the same line of reasoning, presumably when a child sees a red Socialist banner in a procession he is moved by a passionate desire to promote the welfare of the proletariat and claps his little hands in fervour at the notion that the workers of the world are uniting. We suppose that to Mr. Kirkwood and his friends the only redeeming feature of our civilisation is a red pillar box. It is a beautiful thought, almost as good as Mr. Kirkwood's railings, and is worthy of people who are so lacking in humour as to find in aspiration in singing "The Red Flag"—which has been aptly described by Mr. BENJAMIN SHAW as "fit only for the funeral march of a fried egg."

Yesterday being settlement day no quotations were issued by the local Stock Exchange.

The total output of the Kailash Mining Administration's mines for the week ending July 9th amounted to 98,525 tons, and the sales during the period to 90,323 tons.

The forthcoming wedding is announced of Mr. John Alexander Fraser, of Taipei, District Officer (North) to Miss Kathleen Ella Mosley, of Mountain Lodge, Hong Kong.

By means of a forged pass-book, a Chinese has managed to draw \$2,000 in \$500 notes from the National Commercial Savings Bank of No. 344, Des Vaux Road Central. The police have the matter in hand.

Passengers for Manila by the President Madison yesterday included Mr. C. C. Conlter, Miss C. Rudnut, Mr. H. H. Maguire, the Hon. Manuel L. Quezon and Mr. L. Osorio. Arrivals from Manila by the President Cleveland included Mr. J. A. Cameron.

The driver of Bus No. 101, belonging to the Kowloon Motor Bus Company, reports that he accidentally knocked down a boy of fourteen near Che Wo Street on Monday. The boy was sent to the Kwong Wah Hospital suffering from injuries to his legs.

A Chinese singsong girl was arrested in Yaumati on Monday, believed to be connected with a plot to kidnap a young Chinese. He claims that last January this woman and another man, coaxed him to go to Canton under the pretext that they would open a shop in Honam.

An added attraction to the fifth promenade concert of the band, pipers, drummers and dancers of the 1st Battalion, The Cameronians, at Lee Gardens on Saturday evening is the appearance of Astorff, a talented dancer, who wears some gorgeous costumes in her different dances. In view of the suggestion that 9.30 is rather late to begin these concerts, it has been decided to start at 9 p.m.

A young Chinese was summoned before Major C. Willson yesterday morning for obstruction of the roadway. Traffic Sergeant Baker stated that defendant was standing on the white line in Pedder Street, apparently waiting for a tram. He was told by witness to move into the verandah, as he was obstructing the traffic, but, "he replied that he would not move for me," said witness. A fine of \$6 was imposed.

Up to 10 a.m. yesterday 2.540 inches of rain had fallen in the Colony, during the previous 24 hours compared with 3.295 inches for the day before that, when there was the typhoon "blow." That makes 5.835 inches in two days. The total rainfall since January of this year is now 69 inches, against an average up to this time last year of 49 inches. The records go back 44 years when the Observatory was first opened.

An accident occurred at about 10.30 yesterday morning at the corner of Runney Street and Des Vaux Road Central, when a rickshaw was knocked down by a tram-car. The rickshaw was coming out of Runney Street and the tram was going in a westerly direction. The rickshaw puller and his passenger were thrown headlong, but fortunately suffered no injuries beyond a shake-up. The left wheel of the rickshaw was badly damaged.

Among those who left the Colony by the S. S. *Siberia Maru* on Tuesday were the Rev. W. T. Featherstone (Headmaster, D.B.S.), Capt. E. Jacob Larcomb, R.E., and Mr. E. Stewart (of St. Paul's College), who are going to Formosa where they hope to spend six or seven days on the hills of Formosa, and, if conditions permit, to climb Mt. Morrison which is 13,075 feet high or two hundred higher than Fuji. Before this can be done permission has to be obtained from what is called the Savage Section of the Police in Formosa. On August 8th a Parents' Guardians and Old Boys' Dinner in connection with the Diocesan School will be held at Taioku, the capital of Formosa. The School has a connection with Formosa dating back to the early seventies. On the return journey it is hoped to hold Old Boys' Dinners at Amoy and Swatow.

SANITARY BOARD.

DEPARTMENTAL SCAVENGING PLAN.
FOR ABERDEEN AND REPULSE BAY DISTRICT.

A meeting of the Sanitary Board was held yesterday afternoon, there being present:—Mr. N. L. Smith (President), Dr. S. C. Ho, Mr. J. P. Braga, Col. S. Boylan Smith, Dr. J. C. MacGown, Dr. G. W. Pope (Medical Officer of Health) and Mr. D. Davies (Secretary).

The President moved that departmental scavenging be carried out in the districts of Aberdeen, Aplichau, Stanley and Taitam at the end of 1927.

In bringing this motion forward, the President said that the work would not be confined to the immediate areas named, but scavenging would be carried out in intermediate areas such as the few houses at Repulse Bay and the beach, etc.

Dr. Pope seconded, and the motion was carried.

HEALTH OF THE COLONY.

TYPHOID FEVER STILL PREVALENT.

EUROPEAN NOTIFICATIONS.

Typhoid cases still predominate in the health returns, which for last week showed nine cases, out of a total of 16 cases of notifiable diseases for that period.

There were two imported cases of cholera, both of which were fatal, one being British and one Chinese.

There was only one case of small-pox and one of diphtheria, both Chinese. The case of small-pox proving fatal. There were also two Chinese cases of cerebro-spinal fever, with one death, and two Chinese deaths from puerperal fever.

Enteric cases numbered nine, including one German and two British, the remaining six cases being Chinese. Four cases came from Hong Kong and five from Kowloon. There was one death.

Monday's return showed a fresh case of typhoid fever, Chinese, and also a Chinese case of puerperal fever.

KOWLOON TONG LANDSLIDE.

ONE MAN KILLED.

Yesterday afternoon there was great excitement in Kowloon Tong owing to a portion of the hill, which had been softened by the rain, suddenly toppling down.

Several workmen in the vicinity had a narrow escape and one unfortunate man was buried under the debris, and when extricated life was found to be extinct.

The Fire Brigade were summoned and were on the scene of the mishap with their usual promptness.

SERVICES ENTERTAINMENTS.

J-PANS AND CHEER-O CONCERTS.

The Seamen's Institute and the "Cheer-O" Y.M.C.A. put on two good entertainments last night for the local seamen. Miss Violet Capell and her clever "J-Pans" gave a capital programme at the Institute to a very crowded and appreciative house.

The "Cheer-O" concert was as popular as ever. A whist drive will be held at the "Cheer-O" tonight at 7.30, and a concert by the Mobile Party will be given at Shamshuipo Camp at the same time.

WEATHER REPORT.

The weather report, forecast and remarks, issued from the Royal Observatory last night, stated:—

Pressure is relatively high to the east of Japan and over East China. The typhoon is still shown as a somewhat depression to the E.N.E. of Haiphong.

LOCAL FORECAST: S.E. winds, moderate, rain.

THE C.N.C. DISPUTE.

HOPES OF EARLY SETTLEMENT.

As indicated yesterday, the local feeling is that there will be an early settlement of the C.N.C. dispute, and that negotiations will reach a satisfactory climax within a few days.

Enquiries still fail to elicit any response from official quarters, but the rumour is that the end of this week will see the end in sight.

LOCAL WILLS.

CHINESE WOMAN LEAVES ONE LAKE.

Probate of the will of Kwok Leung Shi, alias Leung Kwai Mui, married woman, late of 87, Wellington Street, who died at this address on June 18th, 1927, has been granted to Kwok Chak Ting, alias Kwok Sing, of the same address, merchant, and her husband.

Deceased left estate in the Colony valued at \$124,300, and bequeaths it all to her husband.

European Will.

Letters of administration to the

estate of Thomas Meek, engineer of the China Light & Power Company, Ltd., who died at the Peak Hospital on May 31st, 1925, intestate, has been granted to the Hon. Mr. W. E. L. Shenton, the attorney of Mrs. Annie Kettleton, of 32, Orlando Street, Walsall, Staffordshire, who is the mother of the deceased.

Deceased left estate in the Colony valued at \$1,500.

DEATH OF DISTINGUISHED SCIENTIST.

HEAD OF PHILIPPINES COLLEGE OF AGRICULTURE.

Charles Fuller Baker, dean of the College of Agriculture, University of the Philippines, died of chronic dysentery at St. Luke's hospital on Saturday morning, says the *Manila Bulletin*. He was 55 years old.

Dean Baker had been in poor health for some years and entered the hospital on June 30th.

Dean Baker was called to the College of Agriculture at Los Banos fifteen years ago, and served continuously there until ill health forced him to leave his post.

He had resigned, however, effective next November, to accept the chairmanship of the Pan-Pacific Research Board at Honolulu. He recently was given the title of Professor Emeritus by the regents of the university.

The dean had an international reputation as a scientist and educator, and belonged to many scientific societies. He was the author of a volume entitled, "Economic Plants of the World," and other volumes.

For eight years before his death, Charles Fuller Baker, dean of the college of agriculture of the University of the Philippines, lived in a nipa house, slept on a broken bamboo bed, and gave half his salary to fellow-scientists in Europe who had been reduced to poverty after the war.

Other than his collections, which are of priceless value to science but of small intrinsic worth, Dean Baker left virtually no estate.

His whole career was one of loyalty to his work and enthusiasm for scientific research, say those who knew him best.

"Dean Baker made these collections because he worshipped research work," one who knew him well said. "He never has benefited financially by his work in spite of the fact that his collections total more than 50,000 specimens. Not long ago he told me that nearly 200 specialists in all parts of the world were making studies of collections he had sent them."

SOUTHERNERS AND NORTHERNERS
RESUME FIGHTING IN SHANTUNG.FENG YU HSIANG AND YEN SHIH SHAN
SUPPORTING CHIANG KAI SHEK.SHANGHAI CHINESE RATEPAYERS' "RED" APPEAL
TO NANKING.FENGTIENESE ALARMED AT APPROACH
OF SHANSI TROOPS ON CHIHLI.

Notwithstanding the fact that peace negotiations between the North and South are believed to be in progress in Peking, fighting still continues in Shantung, and it is now reported that Chiang Kai Shek, with the support of Feng Yu Hsiang and Yen Shih Shan intends vigorously to resume his northern campaign.

Meanwhile, Generalissimo Chang warns his leading General Chung Tsung Chang not to proceed further south, thus avoiding a possible enemy trap.

The Fengtienese troops, to the mighty number of 100,000, are stated to be concentrated at Paotingfu (Chihli) where they are busily entrenching themselves against the probable attack of Shansi.

Judging by the nature of the suggestion to Nanking of the so-called Shanghai Chinese Ratepayers' Association, they are evidently actuated more by "Red" ideals than by a desire to modify reasonably the same and economically sound views of the Shanghai Municipal Council.

FENGTIENESE DIGGING
TRENCHES.

(Wah Ts. Tat Pao.)

SHANGHAI, July 26th.

Marshal Chang Tso Lin has despatched a large number of the engineer corps to dig trenches at Paotingfu and other important points, so as to put up a strong defence against the Shansi troops who are reported to be busily making warlike preparations on the Shansi-Chihli borders. At Paoting alone there are already 100,000 Fengtienese troops.

Martial Law in Shansi.

General Yen Shih Shan has declared martial law order the whole of Shansi province.

Southerners Renewing Their Shan-
tung Campaign.

According to a report from Hsuehchow, the Southerners, having obtained the co-operation of Feng Yu Hsiang and Yen Shih Shan, are resuming active attacks on the Shantung forces in three directions.

More About Borodin.

HANKOW, July 26th.

M. Borodin will, within a few days, leave Hankow for Russia travelling overland by way of Tung-kwan, on the Honan-Shansi border.

BIG TROOP MOVEMENTS
ON THE YANGTSE.

[NAVAL WIRELESS.]

KIUKIANG, July 25th.

Troops have gone down the river to Hukow.

NANKING, July 25th.

Large numbers of troops are collecting at Nanking and eleven empty transports are now at anchor.

CHINKIANG, July 25th.

Large numbers of troops are now returning from the North and there are eight transports in the harbour.

SHANGHAI, July 25th.

The situation remains unchanged and there is nothing to report.

THE NANKING OUTRAGES.

STATEMENT BY SIR AUSTEN
CHAMBERLAIN.

[THROUGH REUTER'S AGENCY.]

LONDON, July 25th.

In the House of Commons, Sir Austen Chamberlain said that he hoped shortly to publish a White Paper containing the reports of the Nanking outrages, but he was unable to publish all the information in his possession unless he was able to obtain the consent of the other Governments.

WORLD'S ALTITUDE
RECORD.

48,000 FEET ATTAINED.

AEROPLANE ABLAZE
DESCENDING.

AVIATOR FIGHTS FLAMES.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, July 26th.

A new unofficial world's altitude record has been achieved by Naval Lieutenant Champion, whose instruments record a height of 48,000 feet. The aeroplane caught fire during the descent, but Champion landed uninjured in a cornfield. In order to save the barograph, on which the official establishment of the record depends, he was obliged to fight the flames with his hands.

WAR DEBTS.

AN ALLEGED INTERVIEW.

M. TARDIEU'S DENIAL.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, July 26th.

That the Mellon-Berenger debt agreement between France and America is as good as a deed is the opinion of the French Minister, M. Andre Tardieu, in an outspoken interview declaring that France regards the debt as part of the United States' contribution to the war and no French Government would take the responsibility of binding France for 32-year debt payments; and ascribing the bulk of the Franco-American misunderstandings to America's "wonderful assurance; she alone knows what is right, and this assurance is based on the worship of worldly goods."

LONDON, July 26th.

M. Tardieu's interview is contained in the American monthly magazine, the *Nation's Business*. M. Tardieu himself is in Paris.

A Denial.

PARIS, July 26th.

M. Tardieu denies the interview.

GERMAN POLITICS.

REPUBLICAN PARTY CRISIS.

[THROUGH REUTER'S AGENCY.]

BERLIN, July 25th.

A crisis in the Republican organization known as the Reichsbanner has reached a climax owing to Chancellor Marx resigning membership as a protest against the recent behaviour of the leaders, especially in connection with the Vienna riots, which he described as "unjustified interference with the political affairs of Austria, and an insult to the Austrian Government."

The news has caused surprise in Republican circles, as the Reichsbanner in 1925 launched a campaign nominating Marx as a candidate for the Presidency in opposition to Von Hindenburg.

Origin of the Trouble.

LATER.

The trouble in the Reichsbanner originated in the proclamation of its leader, Herr Hoersing, sympathizing with the Austrian Social Democrats and blaming the police and the Austrian Government for the disorders in Vienna.

The Government of the Reich rebuked Hoersing, who then resigned.

CAPT. COURTNEY READY

WAITING FOR SUITABLE
WEATHER.

[BRITISH WIRELESS SERVICE.]

RUGBY, July 25th.

Capt. Courtney, who hopes to fly to America and back, made trial flights to-day, and used his wireless apparatus.

He found the vibration in the receiving set had been successfully overcome, and said there was now no cause for delay except the weather.

OIL CONTROVERSY.

INFLAMMATORY EFFECT OF
SIR H. DETERDING'S
STATEMENT.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, July 26th.

The statement of Sir Henri Deterding, through his New York representative, has added fuel to the controversy among the oil companies in connection with "Red" oil.

There have been differences in the Standard Oil Group of Companies regarding the attitude towards Soviet Russia, whose oil the Standard Oil Company of New Jersey refuse to use "until the Soviet recognizes the rights of private property." On the contrary, the Standard Oil Company of New York and the Vacuum Oil Company have made contracts to purchase oil from Russia.

This policy, Sir H. Deterding's statement vigorously attacks, declaring it against the interests of humanity and trade honesty.

The *New York Times* sees behind the statement a possible threat of the Royal Dutch Company to invade American territory in Europe and the Far East in retaliation.

MEXICO'S OIL.

NEW CONCESSIONS EMBRACE
84,000,000 ACRES.

[REUTER'S AMERICAN SERVICE.]

MEXICO CITY, July 26th.

It is officially announced that the Milland concessions, issued under the new Petroleum Law, already total 84,000,000 acres.

It is added that "only a small group" of foreign companies refuse to accept the law.

FRENCH COMMUNISTS.

SENTENCED FOR
ESPIONAGE.

[THROUGH REUTER'S AGENCY.]

PARIS, July 25th.

Six Communists charged with espionage, and arrested in April, have been sentenced to imprisonment varying from five years to sixteen months, and to fines of from 5,000 to 1,000 francs. One was acquitted.

The Municipal Councillor, Cremet, and his secretary, who evaded arrest, were sentenced to confinement to five years' solitary confinement and a fine of 100,000 francs, and to five years' deprivation of civil rights.

Five others of the accused were deprived of civil rights for five years.

THE IRISH POLITICAL
ASSASSINATION.ARRESTED MEN
DISCHARGED.

[THROUGH REUTER'S AGENCY.]

LONDON, July 25th.

The ten men charged with conspiracy in connection with the murder of Mr. Kevin O'Higgins in Dublin, have been discharged. There was no evidence offered against them.

There was no demonstration inside the Court. A small crowd outside cheered the Magistrate's decision.

TRADE UNION BILL.

PASSED BY THE LORDS.

[THROUGH REUTER'S AGENCY.]

LONDON, July 25th.

The House of Lords has passed the third reading of the Trade Union Bill, by 89 to 17.

POLES AND
RUSSIANS.

"WHAT'S IN A NAME?"

AN OUTCRY IN POLAND.

[THROUGH REUTER'S AGENCY.]

WARSAW, July 26th.

Soviet acquiescence with the railway employees' suggestion to change the name of the Russo-Polish frontier station from Hiegorotoje to Voikoff—the name of the assassinated Russian Minister to Poland—has produced an outcry in Poland, as being deliberate provocation.

CARAVAN ATTACKED.

SAVAGE INCIDENT IN
ABYSSINIA.

[BRITISH WIRELESS SERVICE.]

RUGBY, July 25th.

Sir Austen Chamberlain related, in the House of Commons, how an unprovoked attack was made in June on a caravan of supplies to a party of the Maharaja of Kutch, who, accompanied by Sir Geoffrey Archer, was travelling in Abyssinia after having been the guest of the Regent in the capital.

The caravan was travelling southwards from Hargeisa, in British Somaliland, and had reached a point in the Ogaden district, some fifty miles inside Abyssinian territory.

Camp had been pitched near a village in the territory of Jigjiga. At four o'clock in the morning, it was attacked by Abyssinian soldiers, thirteen British Somalis being killed. The headman of the caravan was deliberately shot, and his body was mutilated. The caravan itself was completely looted.

A request that an arrangement might be made for the safe passage of the Maharaja and Sir Geoffrey Archer through Abyssinian Territory was addressed in ample time to the Regent. Even if a warning of the approach of the caravan had not been issued in time to the local authorities, this would in no way justify the outrage.

His Majesty's representative in Addis Ababa was endeavouring to obtain compensation from the Abyssinian Government.

ARMY ON THE RHINE.

SECRETARY OF WAR'S
VISIT.

[BRITISH WIRELESS SERVICE.]

RUGBY, July 25th.

Sir Lamington Worthington-Evans, the Secretary for War, will visit the Army of the Rhine, at Wiesbaden, from August 4th to August 7th.

He will be accompanied by General Sir Walter Braithwaite, the Adjutant-General to the Forces.

LORD SWAYTHLING'S
FORTUNE.

[THROUGH REUTER'S AGENCY.]

LONDON, July 25th.

Lord Swaythling left unsettled personal estate of £400,000.

THE U.S. MINISTER TO
IRELAND.

[THROUGH REUTER'S AGENCY.]

LONDON, July 25th.

Mr. F. A. Sterling has gone to Dublin to assume duties as the first American Minister to the Irish Free State.

OBITUARY.

BISHOP BROWN OF VIRGINIA.

[THROUGH REUTER'S AGENCY.]

LONDON, July 26th.

The death is announced of Bishop Brown of Virginia. He died in London, aged 85 years.

KING FUAD.

PAYS A VISIT TO LONDON
STOCK EXCHANGE.

[BRITISH WIRELESS SERVICE.]

RUGBY, July 25th.

King Fuad of Egypt visited the Stock Exchange to-day.

He was given a cordial reception, and business was practically suspended during his stay.

[THROUGH REUTER'S AGENCY.]

Departs for Paris.

LONDON, July 26th.

King Fuad concluded his visit to England, and was seen off by the Duke of York, Lord Lloyd and other eminent people, when he embarked for Paris.

THE BRITISH COAL
INDUSTRY.MINERS' FEDERATION HOLD-
ING ANNUAL CONFERENCE.

[THROUGH REUTER'S AGENCY.]

LONDON, July 25th.

The reorganization of the Miners' Federation and the creation of one Miners' Union, the future of the coal industry, and the wages position in relation to hours, were among the topics for discussion at the annual conference of the Miners' Federation, which opened at Southport to-day.

Mr. Herbert Smith, presiding, emphasised that the distress among the miners was owing to low wages, the scarcity of employment, and debts contracted during the stoppage. He appealed to fellow mining trade unionists to rally to the Federation, whose membership had been largely reduced, and retrieve last year's set-back, and make a greater use of political machinery.

He regretted he was unable to see a brighter outlook in the present conditions of the industry.

UNREST IN JAVA.

COMMUNISTS BEING
BANISHED.

BATAVIA, July 12th.

Rumours are again current that some sort of a conspiracy is again on foot, but one is at a loss to ascertain as to how far these are well-founded. A fact is that arrests of alleged communists are still being effected in all parts of the Archipelago, and banishment to New Guinea continues almost at the same rate as a few months ago.

The number of those to be banished has now increased to such a figure that there are not sufficient ships available for the transport, and banishment has temporarily been suspended.

Some forty Malays and Javanese have just been arrested in Deli, and eight Hadjis were arrested on the ships returning from Jeddah, charged with communistic propaganda. Therefore, one would say that although the rumours about about disturbances to be expected in the near future may be exaggerated, one cannot maintain that everything is all roses on the political horizon.—*Straits Times*.

PERPLEXED RAJAH.

Joseph Patterson, the American writer, on his return to New York from a visit to the Dutch East Indies, has related the following conversation he had with the rajah of the province of Karung Asem.

Rajah (producing a photograph): "This is a picture of your Rajah Coolidge with one of his favourite wives."

Mr. Patterson: "Oh, no, he has only one wife."

Rajah: "Surely, surely. But how many palaces has he?"

Mr. Patterson: "Only one, and that belongs to the Government."

Rajah: "Well, well, I have sixteen wives and many palaces. What is the matter with your Rajah Coolidge? Is he sick?"

Mr. Patterson here turned the conversation.

BRITISH CABINET AND
NAVAL LIMITATION.

DELEGATES PREPARED.

U.S. PRESS PROPAGANDA.

[THROUGH REUTER'S AGENCY.]

LONDON, July 25th.

With the object of finally equipping Mr. W. C. Bridgeman and Lord Cecil preparatory to their return to Geneva, a long Cabinet discussion was held, under the chairmanship of Sir Austen Chamberlain, after which Reuter learned that the delegates were prepared for any possible contingency.

The Cabinet unanimously approved a suggestion for dividing cruisers into two classes, powerful 10,000 tonners and small patrol cruisers, the effect of which would be that equality could be maintained in the case of larger ships, while each country would be free to build as many smaller ones as it desired.

A further meeting of the Cabinet will probably be held to-morrow, and the delegates will return to Geneva on July 27th.

"Parity" The Stumbling-Block.

LONDON, July 26th.

It was intended that Mr. W. C. Bridgeman and Lord Cecil should proceed to Geneva to-day, hence the postponement has revived talk of the possibility of a deadlock in the Conference.

The stumbling block is the word "parity" and its implications.

The United States wishes to put most of her cruiser strength into 10,000 tonners and Great Britain wants to put hers into lighter cruisers not exceeding 7,500 tons, which is the most suitable for the protection of her commerce. Great Britain desires an agreement specifying the actual number of ships, and the United States insists on defining the maxima of cruisers without specifying the numbers in each class.

The prolonged consultations in London show the importance the Government attaches to exhausting every possibility of avoiding a rupture at the Conference.

A Report.

Manchester Guardian's New York correspondent, states that the British Ambassador declined to comment on the report from London that he had been instructed to protest to the United States Government against the American Press misrepresentation of the British attitude at Geneva.

What Well-Informed Quarters Say.

Well-informed quarters in London are not aware, as reported in the newspapers, that the British Ambassador at Washington has been instructed to protest against the anti-British propaganda now appearing in the American Press in connection with the Geneva Conference and declare that no official instructions have been sent to Sir Esme Howard.

It is stated that the spreading of the unfounded report that Great Britain is going to build 600,000 tons of cruisers is largely responsible for the American attitude.

It is pointed out that Great Britain never demanded 600,000 tons. As matter of fact, she is at present unable to calculate her total tonnage.

VICE-ADMIRAL SIR F. FIELD.

Seriouly Ill.

Vice-Admiral Sir Frederick Field, one of the delegates at Geneva, who returned hurriedly to England suffering from acute gastric trouble, has had to be conveyed to the Naval Hospital at Chatham. His condition is serious.

FLYING HOUSE PARTY.

GUESTS TO LAND ON LAWN.

A flying house-party to which many of the guests will travel by aeroplane was being given by the Marchioness Townsend during the week-end of July 23rd at her country place, Raynham Park, Fakenham, Norfolk.

Lady Townsend's guests were people keenly interested in flying, several of them possess their own aeroplanes.

Among those expected to arrive in aeroplanes on the lawn at Raynham were the Master of Sempill, Lord Ossington, Lady Bailey, and six others.

During the house-party, Marchioness Townsend held an aerial fête which takes place on Saturday, July 23rd in aid of the Norwich Hospital and the Norfolk & Norwich Aero Club.

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THE HONG KONG DAILY PRESS, WEDNESDAY, JULY 27th, 1927.

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5 Seater Brougham... G\$1,150	G\$ 1,325

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experts in manufacturing racing tyres is
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FORD THAT WILL DO 60.

STARTLING ANNOUNCE-
MENT.

Another small landslide has oc-
curred in Wong Nei Chong Road
near Repulse Bay as a result of
the recent heavy rains, but motor
cars are able to get past the debris.
An occasional slide on a mountain
road is an excusable lapse, for most
roads suffer from such minor
troubles at times. Hong Kong
motorists have no cause to com-
plain. If the Colony's roads dash
excellent as roads go in this part
of the world.

Almost the whole of America is
agog with Henry Ford's latest bid
to win back the supremacy of the
world's motor markets. Few State
questions of burning importance
and no daring anonymous books
have raised such a storm of public
controversy. What will Mr. Ford's
new car be like? The London
Daily Telegraph, that cautious and
highly respectable national daily,
has for once gone rather badly
astray in information on the sub-
ject. At least motor experts think
so; in fact, they are almost sure.
But they cannot say definitely be-
cause they have not received any
information from the factory.

Monster Speed Car.

The Daily Telegraph says: Details
of the new Ford car that will short-
ly replace the 15,000,000 odd
"divers" turned out from the
Detroit factories in the past twenty
years are published here to-day.
The new cars, which will be avail-
able in a few months, will be stur-
dier and larger than their famous
"Tin Lizzie" predecessors and will
be built in six models, ranging in
price from £200 for a touring car
to £288 for a four-door sedan and
coupe, f.o.b. Detroit. The new
models will be luxuriously equip-
ped with self-starter, wire wheels,
speedometer, oil and petrol gauges,
a dash-light, shock-absorbers and
four-wheel brakes. The new four
cylinder engine, rated at 34 h.p.
is guaranteed to drive the car at
60 m.p.h. and will run for 35 miles
on a gallon of petrol. There will
be three speed forward and one
reverse.

Cheaper Than Ever.

Such a specification at the price
of £200 imposes a great tax upon
credulity. And "60" from a
Ford! Mr. Andrew Harper, the
Ford agent in Hong Kong, told
me the other day that he thinks
the car will be nearer 14 h.p. than
34. At any rate, he doesn't know
anything about the wonderful new
car, and neither does Ford's travel-
ling representative, who called here
a few days ago. Yet the message
was in the form of a cable from
New York, and must be from a re-
liable source.

If the specification should prove
to be quite in accordance with fact,
Mr. Harper's new Ford depot in
Nathan Road, Mong Kok, will just
be ready in time to cope with the
huge rush of business that will cer-
tainly flow into it. The new depot
will be finished in November, a few
weeks after the new model is ex-
pected to be on the road. It is to
be feared that Hong Kong roads
will become badly congested, and
other manufacturers will try in
vain to hold their heads up against
Mr. Ford's surprise packet. Who
can sell a 60-mile-an-hour car for
£200? All the old jokes will have
to be scrapped, and with them all
the opprobrious names applied to
the lowly "divver" that has
dominated the roads of five con-
tinents—has found its way into the
fastest corners that man can reach
for twenty years.

Harper's New Depot.

The new Ford depot is to be a
reinforced concrete building of one
storey capable of housing the entire
business activities of the firm. The
showroom will be one of the largest
in the Colony, having enough floor
space to display five to seven cars
together.

It is planned to carry a per-
manent stock of parts to the value
of \$50,000-\$60,000, which will as-
sure that every owner of a Ford
car or truck will be able to obtain
his spares without a moment's de-
lay.

The machine shops will contain
the latest machinery approved and
recommended by the Ford Com-
pany, and mechanics who have been
trained in the Ford factories will
handle all repair work. The store-
room will have space to stock 100
cars.

Norton Wins in I.O.M.

It is now known in the uttermost
corners of the earth that Norton
has just won its fourth solo
Tourist Trophy. Always at the
head of the world record list, al-
ways in at the kill on Brooklands,
always among the winners on sand,
road and track! Shades of James
L. Norton, the man who owned the
Norton and made it what it is to-
day! In the early days Rem
Fowler rode a twin-cylinder Nor-
ton to victory at a paltry 39 m.p.h.;
but it was a glorious achievement
in those days. And now nearly
20 years later the Trophy is carried
off for the fourth time! At double
that speed. I should like to see
more Nortons in Hong Kong, for
they are undoubtedly the fastest
and most reliable singles made.
The price is a little high, but the
performance and durability justi-
fies it. I know a Norton owner
who rode his machine for seven
years, knocking 85 out of it when-
ever he wanted. It was a side-
valve, too. It never let him down,
and cost almost nothing a year in
mechanical repairs.

Deaths During Races.

People who regard this most dan-
gerous of all races—whether of car
or motor cycle—as a picnic will be
unpleasantly surprised to learn
that this year two men were killed
in the Isle of Man one in the
Junior race and one in the Light-
weight. Even little engines of tea-
cup size can travel fast enough
nowadays to carry their riders to
a violent death. The ill-fated
riders were J. Cook of Birkenhead,
fatally injured on the Mountain
road in the Lightweight race; and
Archie Birkin, killed in the Junior.
Deaths in the races are by no means
rare, yet the speed mounts steadily
year by year. It is these races that
have made our motor cycle industry
in the eyes of the world; it is the
Isle of Man mark about a machine
that ensures its sale from one end
of the world to the other.

I sigh again for speed trials in
Hong Kong. Why is there so little
desire to get real sport out of the
hobby of motor-cycling? Any man
or boy with a fast machine at home
would consider himself an old maid
if he hadn't won a few speed trials.

THE FIRST HUNDRED THOUSAND.

RECORD FOR NEW CAR.

By reaching the 100,000 mark in
less than a year of production, the
Willys-Overland Company of Toledo
—manufacturers of the "Whippet"
—has accomplished a record for a
car in its first year.
The Whippet is made both as a
four-door and a light six. It is now
available as a sports roadster.

REMARKABLE PETROL CON- SUMPTION.

72 MILES ON GALLON.

A STURDY MIDGET.

The 8 h.p. Fiat is one of the
neatest small cars made, and in
England one of the most popular.
It will be of interest to Hong Kong
owners of these splendid little cars
to know that 72 miles per gallon
has been secured by an 8 h.p. Fiat
in a trial organised by the Auto-
mobile Club of Queensland. Each
competitor was given quarter of a
gallon of petrol with which to make
the test run. The winning Fiat
travelled exactly 18 miles before it
came to stop with its tank empty.
A consumption of 72 miles to
the gallon is beyond the capacity
of any normal car yet made and
even impossible to a great many
medium-sized motor cycles; so it is
the more remarkable that a fast
four-wheeled vehicle should have
been able to attain such economy.
The consumption of the standard
models in the hands of ordinary
owners is between 33 and 40 miles
to the gallon.

Mr. H. Massac-Buist wrote of
this model in the Illustrated Sport-
ing and Dramatic News that it
was "the biggest thing in small
cars."

(Continued on next column.)

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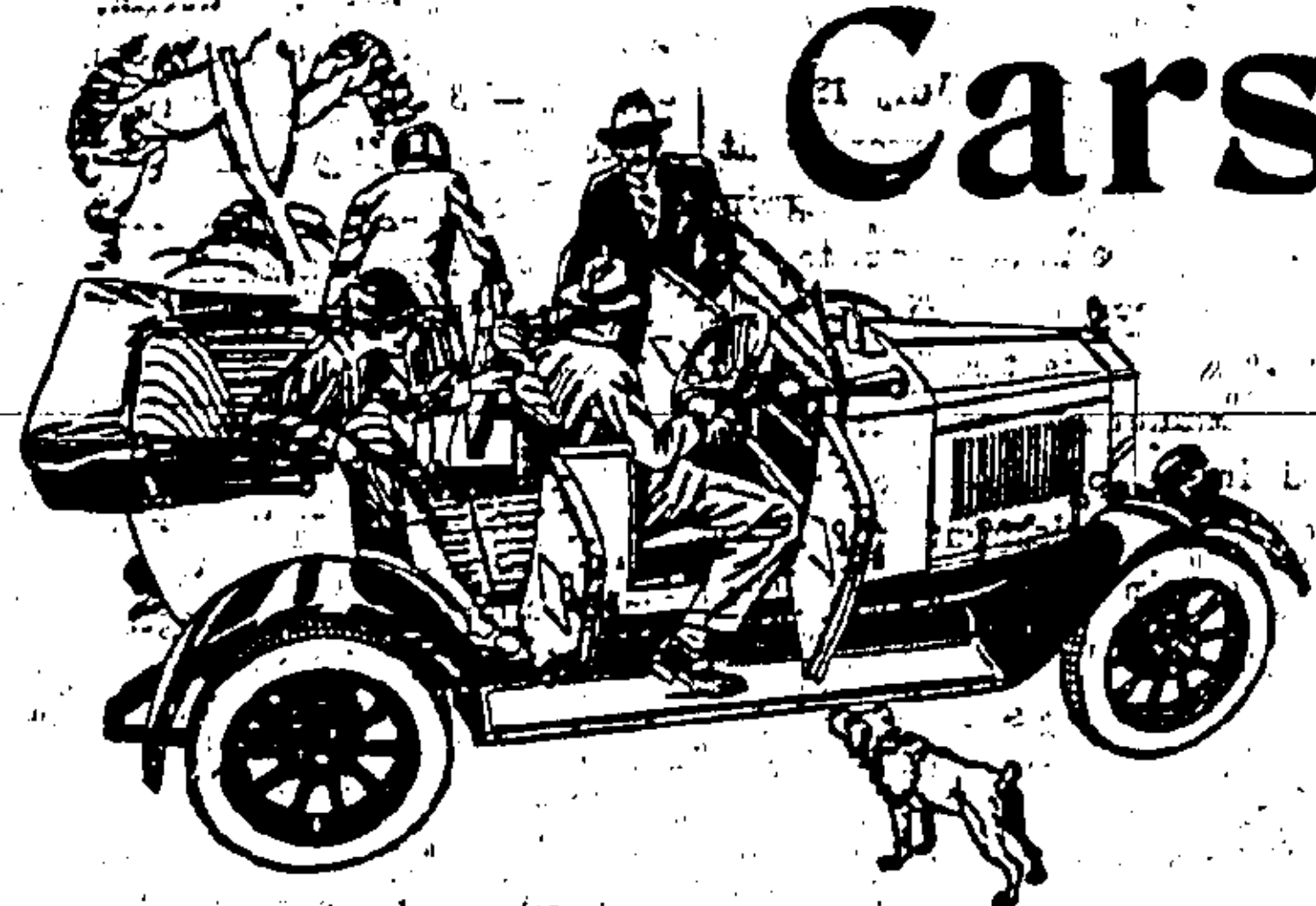
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cars." Both the touring and sports
models (the latter is one of the
smartest small cars made) have a
long list of successes on road and
track to their credit.
Though its cubic capacity is very
small, its heart is large and it
should be the ideal car for this
Colony. The torpedo model is
especially attractive to lovers of the
sports model, which is rather a
rarity here. "The engine ignores
Hills," says Mr. Buist.
(Continued on page 9.)

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4 TRACK 9'8" WHEELBASE	2 Seater DICKY	£160	£190
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SALOON	4 Seater		

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4 TRACK 9'10" WHEELBASE	2 Seater DICKY	£220	£250
ROADSTER	2 Seater	240	270
TOURING	4 Seater	245	290
COTTEE	2 Seater	265	310
SALOON	4 Seater	295	340
CABRIOLET	4 Seater	325	370
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4 TRACK 9'10" WHEELBASE	5 Seater	£260	£295
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SALOON	5 Seater		

MORRIS-OXFORD 15.9 H.P.

4 TRACK 9'8" WHEELBASE	5 Seater	£325	£365
TOURING	5 Seater	378	435
SALOON	5 Seater		

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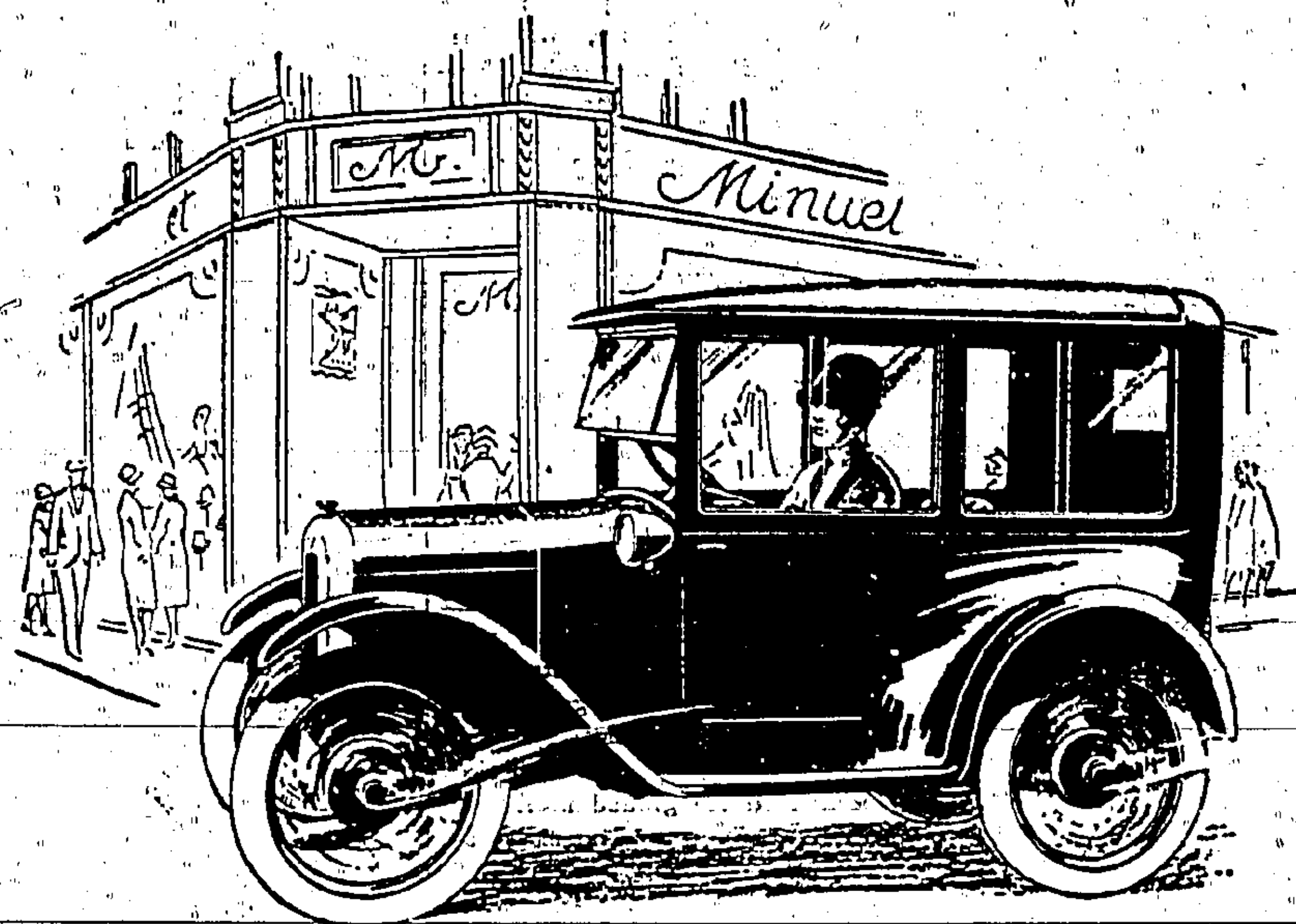


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BETTER ALL-WEATHER EQUIPMENT.

TOURING CAR AS GOOD AS A SALOON.

All-weather equipment is improving. Some of this season's open touring cars with their weather equipment rigged are scarcely distinguishable from saloons.

In this respect I was impressed with the new 14-40-h.p. Humber car which I tried, writes the *Daily Mail* Motoring correspondent, this week at the request of the makers.

Here the side curtains drop into recesses in the doors and side members of the coachwork. They are operated from within the car by winders as is the case with the windows of most saloons. Not only is this a saving in labour—fitting the average side curtains into their allotted places is a disagreeable task—but the curtains are also protected from chafing. However good one may be at packing, it is almost impossible to store away side curtains in the compartments provided for them in such a way that the celluloid does not chafe and deteriorate.

Equipment like this will do much to settle the saloon or open car controversy, for the new Humber is both except that you have to raise the hood and the weather curtains are not quite so draught-proof as the windows of a good saloon car.

The following is a summary of the car's performance during the trial run:—

SPEED.—58 m.p.h. on top gear, 40 m.p.h. on third. The engine was not thoroughly run in, the car having done only 400 miles. Acceleration was good, especially on third gear, and the engine ran sweetly throughout its whole range of speed.

HILL CLIMBING.—Good. The third gear here is a great help. It is also silent, so there is no excuse for not using it.

FUEL CONSUMPTION.—About 25 miles to the gallon.

OIL CONSUMPTION.—Negligible.

SPRINGS.—Good.

BRAKES.—Good.

ACCOMMODATION.—Ample room for five adult passengers.

GEAR CHANGE.—Easy.

The chief qualities of the car are its smooth and silent running, its general roominess and comfort, and the accessibility of all parts that need the attention of the owner driver. I could find little to criticise.

An Effective Jack.

I tried also this week at the request of the makers a "Skyli" hydraulic jack made by Messrs. Henry Miller and Co. This is a real labour-saving accessory. A child could raise the car by means of it, and lowering the car to its normal position is just as simple. On release of a valve the car gently comes down to its normal position.

The base of the jack is broad, giving it a firm purchase on the ground, and it is sufficiently compact for easy storage in the tool-box.

FOREIGN BIDDER HISSED.

PARIS DEALERS POOL FUNDS TO SAVE WORK OF ART.

An exciting incident took place in the Paris Central Auction Room when a beautiful Louis XV. secretary by a famous master was put up for sale.

A dealer acting on behalf of the City of Paris bid up to 25,000 for the piece, which was intended for the Petit Palais Museum. Usually when a dealer bids for one of the Paris museums other bidders quickly drop out, and this has become the unwritten law of the Paris salerooms.

However, bids went up fast and furious on behalf of a South American buyer. The dealer who made the bid was hissed, and the public manifested their disapproval, but the secretary was about to be knocked down to the South American representative when three other Paris dealers came to the rescue and, on behalf of the City of Paris, raised the price again and again until they secured possession of the piece.

Then they clubbed together, and paid the 25,000 that the extra bids represented.

ADMIRALS AT CRICKET.

LORD JELlicoe MAKES 15.

GREAT GAME WITH MERCHANT SERVICE CADETS.

PANGBOURNE, June 17th.

The Navy took a day off on Saturday to let the Admirals play at cricket. The Admirals hung aside blue serge and gold lace and went frisking boyishly down to Pangbourne in all manner of rain-bow blazers to play an eleven, or rather twelve, of the cadets of Pangbourne Nautical College.

They succeeded in beating their successors. Perhaps the cadets felt that some charity was due to those who would never look forward again to the fun of climbing all the rungs in the nautical ladder.

It was a joyous union of extremes. Admiral of the Fleet, Earl Jellicoe, smilingly spinning the coin for the first innings with the sixteen or seventeen-year-old captain of the cadets.

The Admirals went in to bat first, and succeeded in knocking up the very respectable score of 239 for seven wickets. Lord Jellicoe provided himself a resourceful batsman and a daring taker of dangerous runs.

The agonised "No!" of his partner, Rear-Admiral O. E. Leggett, could be heard loud across the field at some particularly reckless attempt to sneak an extra run. Lord Jellicoe was bowled by cadet Edgar, when the under-fireman, Rear-Admiral Leggett, carried his bat triumphantly for 68.

Lord Jellicoe achieved a sudden and unexpected success during the cadets' innings. The bowling of Surgeon-Captain C. R. H. Skeggs and Lieut.-Comdr. V. C. Dorman-Smith was too much for the cadets except Cadet Sidgwick, who withstood it for three-quarters of an hour, until Lord Jellicoe took his wicket and ended the match with his one and only ball of the day.

For the uninitiated onlooker it might have been a match between two school eleven. Cricket flannels and coloured caps were a wonderful leveller. The dignity of the quarter-deck was better preserved by the future Admirals than by the Admirals themselves.

The pavilion steps were patterned with the blue serge jackets, gilt buttons, and white-topped nautical caps of the boys who had come anxiously to watch their team play its first game against the King's Navy. When the great bell of the College tolled for lunch the gravel drive was a sea of white caps bobbing along in seamanlike fashion, to the jog-trot of embryo captains and mates of the Merchant Service and officers of the Navy.

After lunch they strolled gravely on the grass in twos and threes with just a suspicion of what Conrad called "That officer of the watch walk." They made a clean-cut, healthy picture against the cropped turf of the cricket field with its girdle of tall, waving trees and the blown sky above.

After the match here was a hilarious "rag" game in which Vice-Admiral Watson, gained a lusty cheer from his brother Admirals by taking four wickets in one over, and, incidentally, gaining his hat trick—*Morning Post*.

AUSTRALIAN CRICKETERS ARRIVE HOME.

"WE HAD A ROYAL TIME."

NEED FOR BETTER WICKETS IN MALAYA.

The Australian cricketers, who left Singapore by the *Marilla* on June 28th, have reached their homes in Sydney, where Macartney and other members of the team have, as they promised, been referring in glowing terms to their experiences in Malaya.

The members of the side generally expressed their surprise at the standard of the cricket as they had found it in Singapore and up-country. While both Woodfull and Oldfield were in agreement as to the excellence of the Singapore wickets they expressed the view that on the other grounds, on which they played the wrong soil was being used. Until the right preparation was obtained for the wickets cricket outside Singapore would not improve.

They told their interviewers that during the tour they encountered some fine spin bowlers. The heat, they added, militated against fast bowlers' developing, and even Gregory would have had to slacken under the playing conditions in Malaya.

"We had a royal time," was how the players summed up their month's visit to Malaya, and they gave glowing descriptions of the manner in which they were entertained by the Sultan of Johore and the Sultan of Perak—*Singapore Free Press*.

RUBBER SMUGGLING.

1,000 TONS A MONTH FROM JOHORE.

PREVENTIVE SERVICE CRITICISED.

At a rough but conservative computation, says the *Malay Mail*, 1,000 tons of uncouped rubber are smuggled out of Johore every month and, as practically all of it finds its way to Singapore to swell the turnover and profits of dealers and others, it is not difficult to understand that demands or suggestions for tightening up control and checking, if not stopping, this illicit traffic are not received with any great enthusiasm in certain quarters in the Southern Settlement. Obviously, a newspaper cannot disclose its sources of information when it is dealing with a matter of this kind; the *Malay Mail* has, however, a reputation for not making loose or reckless assertions and when we repeat that smuggled rubber is finding its way from Johore to Singapore—not in mere pikuls, but tons at a time—we are challenging not the integrity but the strength and efficiency of the Singapore and Johore preventive services.

Opium and Liquor also Smuggled.

It is a notorious fact, and one officially admitted by the Monopolies Department on various occasions, that large quantities of illicit opium and liquor are introduced into Singapore from time to time. That, in itself, constitutes a serious reflection on the efficiency of the preventive service, and there is reason to believe that when the figures of revenue for the current year are published this impression will be confirmed. As we have already pointed out, although the preventive launches under the control of the F.M.S. authorities are kept busy operating off the coast of Johore they are unable to deal effectively with traffic owing to the lack of co-operation from the land side, and until this is forthcoming there is little chance of the volume of smuggling being materially reduced.

Kedah too is regarded as one of the principal sources of smuggled rubber and the simplest way to meet the situation would be to put Europeans in charge of the customs departments in both these States. At present there are no Europeans in either department. Native Princes Unlikely to Oppose.

We see no reason to fear that such a proposal, if it emanated from the High Commissioner's office, would meet with serious opposition. The Sultan of Johore is a sensible person, himself largely interested in the prosperity of the rubber industry and therefore concerned in the success of restriction, and he cannot fail to be aware that the existing conditions do not redound to the credit of his State. The Regent of Kedah is perhaps the most progressive and enlightened of all the Malay Rulers, though he has strong reactionary elements to contend with in Alor Star, and, when properly approached, has always shown himself ready to co-operate with the Colonial and F.M.S. authorities for the common good.

Bold Handling Needed. With efficient preventive services in Johore and Kedah, more European supervision and readiness to fall into line in Singapore, and unified control throughout British Malaya, rubber smuggling could, in the opinion of those best qualified to judge, be almost wiped out, especially if the penalties were made uniform and strictly enforced and the law amended so as to enable the Courts to punish the people behind the traffic as well as those actively engaged in it. At the same time more might undoubtedly be done to stop the trade in coupons which became particularly active after the Christmas floods and the smuggling problem has been boldly faced and handled on a broad basis, the enforcement of Restriction will continue to be seriously handicapped and its success jeopardised. A conference between the different heads of departments concerned could, with a little goodwill on all sides, easily work out a scheme for making it effective. Perhaps, now that the matter has been fully ventilated in the local press, one of the unofficial members will raise the question at the next meeting of the Federal Council, and endeavour to elicit a statement of the Government's views and intentions. We do not suppose that the F.M.S. authorities will need any particular spurring into action, but the public are legitimately curious to know what is being done, and this curiosity ought to be satisfied.

HANDS OFF FOREIGN POLICY.

WARNING TO SHANGHAI "PROLETARIAT."

UNSPARING PUNISHMENT FOR DISORDER.

The following proclamation is jointly issued by the Defence Commander, General Yang Hu, and the Special Municipality of the Port of Shanghai and Woosung, cautioning the police against resorting to puerile conduct in their patriotic manifestations:—

"The economic importance of Shanghai makes it the ultimate factor in the military preparation for the present campaign.

"While the war in front is making substantial progress, the needs to appropriate war funds and to consolidate this economic base become ever the more paramount.

"It therefore behooves us to impress again on the minds of the various organizations, the necessity of whole-hearted co-operation in maintaining order and stability that the campaign can proceed unimpeded.

Foreign Policy in Government Hands.

"Regarding the foreign policy, the people of Shanghai should have confidence in the sagacity of the Government. The Government will assume full responsibility, and the people are advised not to take upon their own to deal with foreign questions. Such interference on the part of the people will necessarily lead to confusion in foreign policy and hamper the effort of the authority in maintaining order.

"The foreign policy of the Nationalist Government and Kuomintang has been time and again reiterated by the Central Executive Committee, which, no doubt, is clearly understood by all the people.

"The Special Municipality of the Port of Shanghai and Woosung, and the Defence Commander were again instructed by the Government to this effect.

"While the northern expedition is still progress, and the Communists are still at large, it is important to watch carefully any popular movement expressive of diplomatic opinion. The Central Kuomintang Headquarters, had already instructed headquarters of respective localities to this effect, yet we learn that the anti-foreign movement in Shanghai becomes more vigorous and intensified every day.

As Aid to Communists.

"It was reported that such vigorous measures as forming shops to close down, confiscating commodities, etc., were taken. This is indeed very deplorable and in the height of unwisdom. It would be almost suicidal, if it ever develops into something of a general strike, which would amount to willingly playing into the hands of the Communists.

"The Government, need it be said, is always in heartfelt sympathy with the patriotic manifestation of the people, yet this does not mean that the Government can countenance any such acts that may endanger general peace and order and disturb the war of the fighting army. Any such acts will be vigorously dealt with by the Government.

"The Mayor and the Defence Commissioner are, therefore, accordingly requested to caution and to restrict the people from resorting to any such puerile conduct, and be sparing in meting out punishment when such acts are committed.

"In respect to the above instruction from the Government, we therefore issue this proclamation: forbidding any such acts as arresting people without proper authorization, closing up shops and other acts calculated to endanger the peace and order and to disturb the financial stability. Violation of this proclamation will be seriously punished and the people are advised to pay heed to this warning."—*Kuo Min News Agency*.

THE HEAVEN'S GATE SOCIETY.

RYVALS TO THE RED SPEARS.

Rivals to the Red Spears, the Ten Men Hui or Heaven's Gate Society, smacking of pre-Boxer days, have sprung up in Honan, according to a Chinese who has just returned from that province.

The leader of the new "society" is a mason who declares that he has discovered a set of the Ten Shu "Book of Heaven" given to him by good spirits who found it hidden in a piece of stone. Not only the peasantry but students have enrolled under his banner. None are afraid of the sword nor are they terrified when leaders bullet-whistle about them, states our informant, but "they will fall and die as common men."

MOTERING NOTES

(CONTD.).

A "FREE WHEEL" MOTOR-CAR.

TAKE YOUR FOOT OFF AND COAST.

I am able, says the *Daily Mail* Motoring correspondent, to give details and the results of a practical test of a British invention that promises to provide us with a new and fascinating form of motoring.

It is called the Humphrey Sandberg free-wheel clutch, and if developments prove satisfactory it should do for the motor-car what the free-wheel did for the bicycle.

Motor gliding is probably the best term for describing this new development. It has been fitted experimentally to several private cars and "lorries" with satisfactory results, and it now remains to be seen whether it can be produced on a commercial basis.

Capt. J. D. Irving, chief engineer and designer to the Sunbeam Motor-Car, for many years, has, I understand, resigned his position with that firm and will

devote his attention to the production and development of the new invention.

How It Works.

Briefly, the free-wheel clutch operates as follows: While the engine is pulling the car it acts in a normal manner, but as soon as the engine speed is reduced to the point when the car is pushing against the engine the free wheel operates and the car automatically "coasts."

With an ordinary clutch the engine in similar circumstances acts as a powerful brake.

"If you take your foot off the accelerator of an ordinary car it quickly slows down, owing to the braking effect of the engine compression. But with the new device, when you throttle down the engine slows but the car continues under its own momentum.

There are times when it is necessary to use the engine as a brake, and for this purpose a control is fitted which enables the driver to do so.

The car I tried yesterday, fitted with a free-wheel clutch of this description, was an ordinary small family touring model. A point that impressed me was the very long distance it is possible to "coast" even at speeds of 20 miles an hour and under. Driving was a series of glides.

DEAD MAN IN A CAR.

AMAZING STORY OF MOTORIST.

The story of a motorist, who, while alleged to be drunk, drove his motor-car for two miles after a collision with a bridge and with a dead man huddled up in the back seat, was related at Winchester Assizes, when Percy Barty, aged 38, a commercial traveller, of Farnborough, Hampshire, was charged before Mr. Justice Atkey with the manslaughter of Mr. John Russell Little, of Waddon Court-road, Croydon.

According to the prosecution, Barty's car was seen stationary against a bridge. Barty was standing up in it swaying and throwing broken glass out of the car. Mr. Hargreaves, surveyor to Farnborough District Council, got out, bleeding from the head, and Barty drove away. At the Queen's Hotel, two miles further on, he got out and his face was covered with blood.

A Little Black Dog.

A man named Williams, while inspecting the damage to the car, found the body of Mr. Little. A doctor said that Barty was drunk. When asked by a police inspector to account for Little's death, Barty said: "Good God!—Is Little dead! It's all through a little black dog!" Barty, giving evidence, said he was driving Hargreaves and Little home when a dog ran from the darkness of the bridge and he collided with the buttress. Barty was sentenced to eighteen months' hard labour.

SIR GERARD WILLSHIRE.

SIX MONTHS FOR ASSAULT ON YOUNG WOMAN.

JUDGE ON A TERRIBLE OUTRAGE.

Sir Gerard Arthur Maxwell-Willshire, Bart., aged 38, was sentenced to six months imprisonment in the second division at the Kent Assizes at Maidstone on a charge of assaulting Miss Jean Olds, aged 22, a hairdresser's assistant, of West Kensington. Sir Gerard, who lives at Churt, Surrey, is alleged to have taken Miss Olds for a night drive in his car from London. When near a wood at Maidstone, it was stated, he ordered the woman to leave the car and undress, and he then covered her body with a black substance, leaving her to get home as she could.

Two hours before the assize court opened a queue, headed by a woman, began to line up. Mr. Justice Rowlatt expressed the opinion, when charging the grand jury, that "refined people would not wish to listen to the case, but when the court opened several fashionably-dressed women, accompanied by men, were among the first to occupy the public seats. One woman was on the jury.

Plea of Guilty.

After Mr. Justice Rowlatt had taken his seat and Sir Gerard had surrendered to the bail there was some delay in proceeding with the trial while consultation was taking place between Mr. Norman Burnett, K.C., leading counsel for the defence, and Sir Gerard. When they returned to court Sir Gerard pleaded guilty.

Sir Travers Humphreys, for the prosecution, pointed out that the depositions did not contain any explanation of Sir Gerard's conduct, which had really amounted to an outrage upon this woman. Under those circumstances statements had been taken from a number of persons in order to throw light on the matter, and statements had been taken from three women, and notice of additional evidence had been served upon Sir Gerard. Those statements indicated that he was very far from being a normal person and that sometimes his actions reflected an abnormal mentality, probably an abnormal sexual mentality.

Happily Married.

Mr. Birkett, for the defence, said that the serious course which had been taken of pleading guilty had at least this merit: it prevented a repetition of the distressing story that had occasioned such a wide publicity at the police court hearing.

There was much that could be said in favour of Sir Gerard. He had been happily married for four years, and apart from the matters discussed to-day there was nothing against him.

During the war Sir Gerard contracted a violent type of trench fever, and thereafter had recurrent effects upon him. The slightest quantity of drink taken at such times had a very pronounced effect at once.

"There can be no question," said Mr. Birkett, "that during the day immediately preceding the day on which the offence is alleged to have occurred the defendant had been drinking at intervals, and was at the same time suffering from trench fever."

"No punishment which he may be called upon to hear can be heavier than the punishment which he has already borne."

Doctor's Evidence.

Dr. Beckett Overy said he had attended Sir Gerard's mother and father, and also Sir Gerard since he was a boy. During the last twelve months he had suffered from neuroasthenia.

"During the winter Lady Willshire and Sir Gerard told me he had on one occasion disappeared for some days, and could give no account at all of what happened except that he had been drinking. He came to me by himself afterwards and said the same thing had happened again. I am perfectly satisfied that he had no recollection of either occasion."

Mr. Justice Rowlatt, passing sentence, said: You seem to be a most extraordinary nature. I do not think it would be possible for anyone to have believed that the young woman who is the prosecutrix could possibly have consented to the sort of acts that were done. It is not in human nature that such consent would be given.

Of course, it is a dreadful thing to find a man in your position where you are. Needless to say, it is a very much greater humiliation to you than to a member of the criminal classes.

Due to Drink.

But this case, as it presents itself by the facts, reveals a most terrible outrage. There is no getting away from it that to cover a woman's naked body with blacking and abandon her in the middle of the night is an outrage which it is very, very difficult to speak temperately about or to think temperately of.

(Continued on next column.)

DR. TAGORE AT SINGAPORE.

WELCOME TO RENOWNED INDIAN POET.

PICTURES SCENES AT THE WHARF.

SINGAPORE, July 26th. Dr. Rabindranath Tagore, the renowned Indian poet and advocate of internationalism in its wider sense of a better understanding between the races, arrived in Singapore this morning, on an invitation from a committee, representative of every section of the cosmopolitan population of this the chief town of one of Britain's most important Colonies.

Dr. Tagore, who is accompanied by Prof. Sunithi Kumar Chatterjee, D. Litt. (Lond.), Prof. Surendranath Kar, artist, and Prof. Dhiren Krishna Deb Varma, artist, arrived by the *Imboite*.

Dr. Tagore was met on board by Mr. R. J. Farrer, President of the Municipal Commissioners of Singapore and chairman of the committee appointed by the various communities for the reception of the visitor, and Mr. J. G. Campbell, introductions being effected by Mr. Arian Williams, Dr. Tagore's secretary in Singapore on the occasion of his visit.

Simplicity and Humility.

The first view those waiting on the wharf had of the poet was when he emerged to descend the gangway, and he was a view of a face in which simplicity and humility were the outstanding characteristics, typical of a personality with a life mission such as his.

He was clothed in a blue robe, which it seemed to the writer was not particularly of Indian, or of any characteristically racial, pattern. His headgear consisted of a high black cap.

At the wharf, the prominent members of the various communities were presented to the poet, among them Dr. Gilbert Brooke, the Chief Health Officer, and Mr. D. A. Bishop, principal of Raffles Institution. Mr. M. A. Namazie, renewing previous acquaintance with the poet, who was his guest a few years ago on the occasion of a short stop at Singapore en route to China.

The poet was garlanded, an act whereby a Hindu pays the highest compliment to his guest. This ceremony was performed by Dr. K. K. Pathy on behalf of the Hindu Association. In doing so Dr. Pathy referred to the internationalising influence for good he hoped Dr. Tagore's visit would have on the many-raced population of Singapore.

Dr. Tagore replied briefly, expressing the pleasure he felt at the kind reception accorded him. Guest of H.E. Sir Hugh Clifford.

A picturesque touch was lent to the welcome by a musical chant in honour of the poet which was rendered by the Indian ladies present, to the accompaniment of music on a stringed instrument.

Dr. Tagore, accompanied by Mr. R. J. Farrer, Mr. M. A. Namazie, and his secretary Mr. Arian Williams, proceeded to Government House, where he was the guest of Sir Hugh and Lady Clifford till the 22nd, after which he was the guest of Mr. M. A. Namazie at the latter's Siglap residence. Dr. Tagore was due to leave on July 26th.

Gifts to the University.

We are informed that H.H. the Nizam of Hyderabad has given a list of presents to Dr. Tagore's University. Another valuable gift is that of the King of Egypt consisting of a valuable library of Arabian literature, both ancient and modern.—*Straits Times*.

There is no sense about such a thing, and I cannot conceive why one should do it, unless under the influence of some abnormality. You have been suffering from neuroasthenia and you have had trench fever; but I am perfectly sure they would not have caused you to do anything like this but for drink. It comes to this, that in your special circumstances this shocking outrage was committed owing to drink.

I have seen the other evidence which could have been given, and I have no doubt that is the whole of the story. You seem to fall under the influence of some curious tendencies when you have got this drink, and you know if you yield to it again, let me tell you quite frankly, one of these days it may be that you will handle some woman in such a way that you will be charged with murder.

I cannot possibly, in the face of an outrage of this kind, yield to the plea that you should be put under medical supervision. If I could commit you to an inebriates' hospital or something of that kind I would do it, but I cannot. Prison will be an inebriates' home for you. Let me urge you when you come out, absolutely to quit the drink, or I do not know what your future may be. The mildest possible sentence is six calendar months in the second division.

Sir Gerard heard the sentence unmoved.

COMMERCIAL RADIO SERVICE.

BETWEEN HONG KONG AND MANILA.

PHILIPPINES PAPER'S COMMENT.

In commenting on the opening of their circuit to Hong Kong, on Saturday, the Radio Corporation of the Philippines states that additional service to Hong Kong is available to Amoy, Foochow, Shanghai, and Macao, the rate being 43 centavos per word.

There is also available service to Canton, Swatow, Hoihow, Wuchow, and Kongmoon at 46 centavos per word.

To the last mentioned places, the office of destination collects its own delivery charge from the addressee.

Another comment, by a Manila paper, states:—

The management of the Radio Corporation of the Philippines said that beginning at 7.30 a.m. on June 23rd, it will open a commercial radio telegraph service with Hong Kong. The circuit will be operated in collaboration with the Government Office authorities in the British Colony. The full rate per word R.C.P. will be 33 centavos, which is a substantial reduction in the existing telegraphic rate. Deferred messages will be accepted at one-half of the full rate.

Traffic to Hong Kong will be received in and distributed from the radio telegraph section of the Government Post Office situated in the heart of the business district. Preliminary tests of the facilities indicate that high conditions of the time between Hong Kong and Manila.

As in the case of its trans-Pacific circuit, the R.C.P. will employ automatic transmission, and reception in the Hong Kong circuit. Every endeavour will be made to provide a thoroughly first class service on this, its first inter-oriental circuit, by the local radio concern, which in actual operation with San Francisco during the past month has completely dispelled the old bogey of mutilation and delay on radiograms which has existed for some years in Manila.

RUBBER DISEASE IN JAVA.

NOT SO SERIOUS AS THOUGHT.

The discussion which took place in the Estates' Committee regarding the rubber epidemic in Java, which emanated from London, to the alleged outbreak of a new rubber disease in Java has served to allay fears that were quite rightly entertained by planters here. The subject has apparently been considered by the London Technical Advisory Committee of the Ceylon Rubber Scheme, at which Mr. Macleod enquired as to how far odium had caused difficulty in Ceylon as he had received a serious report of odium leaf fall from East Java.

The Director of Agriculture, on the somewhat vague advice received from London, acted promptly in getting into telegraphic communication with the Director of Agriculture of Java, who replied that no new leaf disease had been reported, and that the information probably concerned mildew disease which was already for many years endemic in Java and Ceylon. Two dry years had caused increased damage in some parts of Java.

We agree that the matter does not appear to be so serious as was at first thought, but we think it would be advisable if the fullest reports were obtained from Java by mail for there is still room for the suspicion that the disease has had disastrous effects beyond the usual. The manner in which the news has percolated through to Ceylon would point to some such conclusion.—*Times of Ceylon*.

"SO SHY."

THE PRINCE AMONG THE CHORUS GIRLS.

The Prince of Wales, who was in Paris with Prince George, on the way back to London after their holiday in Spain, paid an informal visit to the "Theatrical Girls' Hotel," where many British girls appearing at Paris theatres reside.

"Stars" and chorus-girls from the Moulin Rouge, Folies Bergeres and other theatres, who had heard of the intended visit, assembled in large numbers to cheer him.

The Prince, who made the visit at 10 p.m., appeared to be nervous in the company of so many girls, and he fingered his tie almost continuously.

"Ha, is, oh, so very nice," one of the girls remarked afterwards, "but he is such a shy young man."

"THE SPORTING CHANCE."

GOOD MELDRAMA.

AT THE QUEEN'S TO-DAY.

A pony race in a ball-room, with six members of the fair sex as the jockeys, is an interesting episode in "The Sporting Chance," which was shown at the Queen's Theatre yesterday and will be screened there again to-day. Incidentally this effectively demonstrates the advanced stage which has been reached in connection with motion-picture photography.

"The Sporting Chance" is based on an ordinary, but a very interesting and appealing story. The plot is simple, but it is exceedingly well developed. Interest is caught from the start and the three central characters of the screen-play are responsible for an excellent portrayal of their respective parts, and it can be said that they make what might easily have been a somewhat dull and very ordinary film into a quick-moving, live and highly entertaining screen-story by the sheer force of their first-class acting—and their sympathetic understanding and adaptability to the characters they represent.

It is an enjoyable picture, and Dorothy Phillips as Patricia Winthrop, willing to make any sacrifice for the sake of her ruined father, threatened with imprisonment, is excellent. In turn, she is laughter and tears. She fills the part admirably.

Lou Tellegen, as Darrel Thornton, toasted as a "sportsman," but really cad and twister of the first water, plays his part to perfection, without over-doing it, while Theo Von Eltz, plays the part of Robert Selby, of Dixie, pinning his all on "Kentucky Boy," his one and only race horse, is a convincing actor.

The story moves swiftly from scene to scene, and lends to excitement in the extraction of "Kentucky Boy" attached for debt, from the stable and the smuggling of it on to the course. An exciting race brings the picture to a climax, and there is a happy ending with the ruined father saved from criminal proceedings and prison, and the girl saved from sacrifice to the so-called sportsman.

To-morrow, "That Royle Girl," another fine film, will be screened at the Queen's Theatre, and will run until Saturday inclusive.

HOME RACING.

RESULT OF STEWARDS' CUP.

(THROUGH REVUE'S AGENCY.)

LONDON, July 26th.

The result of the Stewards' Cup is as follows:—

Priority Bow (10 to 1) 1
Queen's Power (100 to 7) 2
Robanun (11 to 2) 3

Twenty-four ran; two lengths divided first and second; and one length the third.

FORMOSAN AFFAIRS.

REFORM SOCIETY RECOGNISED.

The rumour which has been circulating that the resignation of Mr. Kamiyama, Governor-General of Formosa, is imminent, is not likely to come to pass. At least, the Governor-General himself emphatically denies the rumour. He visited Prince Saionji at his Okitsu villa on the Sagami and had a two hours' interview.

In a Press interview, Mr. Kamiyama says that the Prince praised him for the step which he took at the time of the financial panic in keeping the doors of the head office and branches of the Bank of Formosa in the island open. As to the measures to be taken for adjusting the affairs of the Bank of Formosa, they are to be worked out carefully by the Bank of Formosa Investigation Commission, and he feels sure that some good plan will be formulated by the Commission.

Regarding secret societies in Formosa, the Governor-General says that "the Daiei," Kakushinken (Society for the Reform of Formosan Administration), which formerly consisted of extremists, has gradually been directed of its radical elements, and been renamed the Minseito. The authorities have therefore decided to recognise it.

It is inevitable that with the progress of the times, Formosans should come to demand a share in the administration of their island, and consequently their political movements must be regarded with understanding and sympathy.—*Japan Chronicle*.

THE ART OF HYPOCRISY.

RYKOFF'S EXCUSES FOR SOVIET STATE MURDERS.

IN THE INTERESTS OF THE "TOILER'S STATE."

Moscow.

Mr. Rykoff, President of the Council of People's Commissars, has received a telegram from Messrs. Lansbury, Maxton, and Egner Brockway asking that "executions without trial" shall cease, and pointing out that these executions are making difficult their campaign against the anti-Russian policy of the British Government.

In the course of his reply to this message Mr. Rykoff says:—

The sentences were inflicted by the United State Political Department on twenty active White Guards, whose guilt was proved by documentary evidence. Innumerable lies and calumnies are being spread through the foreign Press hostile to the U.S.S.R. This campaign is an integral part of the general campaign against the U.S.S.R. by which the interested parties, at the head of which are the British Conservatives, wish to divert public attention from the preparation of new adventures against the U.S.S.R., with the material and moral support of the British Conservative Cabinet.

Like Court Martials.

To speak of executions without trial is not correct. According to the laws of the U.S.S.R. the United State Political Department, when the necessity arises in the struggle against counter-revolutionary activities, is vested with the powers of an extraordinary court, which is analogous to the extraordinary courts and court-martial of bourgeois States, with the difference of principle that the Soviet court inflicts punishment on counter-revolutionaries, while in bourgeois States punishment is inflicted on revolutionary workers.

Referring to the statement in the telegram that a part of British public opinion "is shocked by the recent sentence on twenty White Guards" caught red-handed in organising espionage and terror against the Soviet leaders," Mr. Rykoff declares:—

Constructive Work!

In England and other countries the specific conditions under which the U.S.S.R. must carry on constructive work in the surrounding capitalist States are underrated. At the present moment the British Conservative Government, having broken off relations with the U.S.S.R., is waging against the Soviet Union a world-wide hostile campaign, and preparing a new war of adventure. In view of this fierce struggle against the U.S.S.R. the Soviet Government's vigorous campaign against active counter-revolutionaries is absolutely inevitable.

The Toilers' State!

The Soviet Union sets the greatest value on the opinion of the British working-class, but it seems to me that it is in the interest of the working-class of the whole world to preserve the first toilers' State in the history of mankind, which is carrying on the work of organising a Socialist society under exceptionally difficult conditions. I hope that British opinion generally will not give in to the policy of procrastination and preparation for another war which the British Government is pursuing.—*Reuter*.

JUSTICE IN KOREA.

NATIONAL PREJUDICE RUNS HIGH.

In a recent fruit-stealing case in Korea, in which a foreigner was charged with ill-treating a Korean boy, the Japanese papers entirely refused to believe the foreigner's story and instituted a course of petty persecution which ended in the foreigner appearing in court.

Another case has now occurred in which a Japanese is indicted by the Koreans for cruelty to a little girl, who was stealing fruit. Here, however, the Japanese papers are strongly on the side of the alleged offender. The Koreans state that the Japanese caught the little girl and cut some flesh from her thigh with a pair of scissors. The Japanese papers claim that the child, in running away, got scratched on some barbed wire. The latter is much more probable, just as it was much more probable that the slight punishment inflicted in a similar case by a foreigner was perpetrated by other means, since normally it would have disappeared in a few hours.

However, the alleged offender in this case being a Japanese his statement is immediately accepted and the Korean version flouted. It is curious how justice varies with the nationality of the offender.—*Japan Chronicle*.

HOW MILLIGAN WAS BEATEN.

TOWEL THROWN IN IN 10TH ROUND.

WALKER'S TERRIFIC PUNCHES.

[By Trevor C. Wignall.]

At 8 o'clock there were as many attendants as spectators at Olympia, Kensington, W., when the world's middle-weight championship between Mickey Walker (United States) and Tommy Milligan (Scotland) ended a victory for Walker.

At 9 o'clock the hall was much less than half full. The only reason that could be suggested for the smallness of the crowd was that the prices charged were too high. The cheapest seats were 25s. and the dearest at the ringside £11. Both these were well patronised, but the other seats, and especially those between £5 and £8 were very sparsely occupied.

At 9.30 when it was obvious that the building would not be more than half filled the spectators in certain sections of the gallery were permitted to leave their seats and take others in the higher priced section on the ground floor.

Mr. Cochran came to me at the ringside and said, "The death of Mr. James White has certainly affected us. This news killed the interest in the fight that I expected. The sale of tickets to-day was very poor, and could not be compared with other days, but I have not lost. I have taken £40,000, and I shall make a profit of at least £4,000."

The Big Fight.

Walker and Milligan entered the ring at 9.40.

FIRST ROUND.—Walker scored with the hardest punches but Milligan did not seem to mind a left hook to the body and a very hard right to the jaw. In the middle of the round Walker's injured right eye opened.

SECOND ROUND.—Milligan half knocked Walker through the ropes with a left. He was fighting much better than Walker and with more confidence and was now carrying the fight to the American.

THIRD ROUND.—In the third round Milligan was still the more aggressive, and Walker missed continually. He began to look as though he would not last the pace. Milligan was getting. Milligan was beating Walker at his own game.

Milligan Attacks?

FOURTH ROUND.—Walker was much more careful, and his blows now were mostly landed with a half-open glove. Milligan's speed was telling on him, the Scot changing the American all over the ring. Walker was doing considerable holding and was being booted continually. Milligan made his defence the attack, and he did not seem to care whether his guard was up or not. Milligan was fighting better than ever and was decidedly ahead on points.

FIFTH ROUND.—Walker looked very troubled and his attack was not so varied as Milligan's. Milligan opened with a swinging right, which missed Walker's jaw by inches, but a few minutes later he caught Walker with a left hook on the face and with a dozen left and rights to the body. Walker was purely on the defensive.

SIXTH ROUND.—Walker's tactics in this round were exactly the same as those in the first, but midway in the round, Milligan having no defence at all, Walker scored three times with left hook and right to the jaw.

Ten seconds later Walker caught Milligan a smash on the point with his right, but again Milligan took no notice. Milligan was very wild now and paid no attention whatever to defence. His face was puffed but he was still fighting brilliantly.

SEVENTH ROUND.—Milligan went down for a count of 8 seconds. Two seconds later he was down again with a right hook to the jaw. He looked to be only half conscious, but to the astonishment of everybody suddenly came back and fought like a tiger. His mouth was wide open and Walker punished him unmercifully.

There was tremendous excitement, but it was astonishing that Milligan in a terrific bombardment was able to remain on his feet. It was Milligan's refusal to keep up even a semblance of a guard that landed him in this trouble, for up to the moment when he took the short right to the jaw he was Walker's superior.

Walker's Heavy Blows.

EIGHTH ROUND.—It was obvious that Walker now was looking for the opening for a knock-out. Milligan had partly recovered and was showing better form. He was, however, very tired, and Walker, too, was showing signs of fatigue. (Continued on next column.)

JAVA'S AIR MAIL.

NOT MUCH ENTHUSIASM AS YET.

INTER-ISLAND SERVICE "LATER?"

Batavia, July 19th.

For the present there seems to be little interest in Java in the new air mail, which connects with the homeward mail from Batavia. The figures which have been forthcoming are indeed disappointing. Only one mail-bag was sent from Sourabaya, of a weight of 14.8 kilogrammes, for the mail steamer, and in addition 5 kilogrammes for Semarang, and 23 for Batavia, which brings the total up to 43 kilogrammes.

Considering that the two planes can carry 750 kilogrammes of mail, these figures are indeed disheartening.

According to one of the Sourabaya papers the Sourabaya businessman does not wish to take any chances yet, and, therefore, the larger part of the Sourabaya mail is posted as usual.

The paper referred to takes a rather optimistic view of the matter, as it expresses its belief that soon the attitude of the average businessman towards the new mode of mail transport will change.

On the other hand, there is the fact that of 550 pieces of registered mail forwarded by plane from Batavia to Sourabaya and delivered there on Saturday only 301 were claimed on Monday, which again shows that the majority of people in East Java do not care greatly for the saving of two days effected by the introduction of the air mail.

Linking Up The Islands.

A Batavia daily asks if in the end it should turn out that the Netherlands Indies have not yet developed to such a point that all these technical improvements for which so many people have been clamouring are needed.

This paper forgets that the public has never been clamouring for this air mail, but that there have been some people, most of whom are materially interested in aerial traffic, who have urged the Government to do everything necessary to further the development of aeronautics in the colony so that when a British air mail should be inaugurated between India and Australia, the route would follow Java.

It seems that, considering the comparatively rapid connection between Batavia and Sourabaya by rail and steamer, there is no urgent need for an air mail in Java.

An air mail from Java to some of the more important towns in the other islands, like Borneo and Sumatra, would seem to us of great value to the public in general, than an air mail in Java with its extensive railway system.

An airman from Sourabaya to Borneo by seaplane, and touching the larger as well as the small ports would prove invaluable, and the same applies to an air mail from Batavia to various ports in Sumatra. By using seaplanes the Government would not have the expense of laying out landing grounds.—*Straits Times*.

Walker gave up swinging left hooks and went in instead for straight hooks, of which he landed many. The pace had slackened down very considerably and as the round drew near the end Milligan again made furious bursts, but the majority of his blows landed on Walker's arms.

NINTH ROUND.—Milligan was down for a count of six from another right to the jaw, but he fought like fury on returning to his feet, although blood was pouring from his mouth.

Milligan's right eye was closing, and he was cut aside about the neck. That Milligan has marvellous endurance was proved by the way he was again down for a count of eight from a blow to the mark, but once more got up and fought mechanically. At the end of the round he forced Walker to a corner and was punching at him wildly.

Doctor in the Ring.

Milligan's upper lip was cut right through on the right side of his mouth to the extent of half an inch. He bled terribly, and as there seemed no prospect of stopping the bleeding a doctor had to be called from the spectators to attend to him before he could leave the ring.

Other Fights.

In the earlier fights Archie Bell, American, beat Kid Fallender, of London, on points in the 10th round.

The fight between Ted Sandwina, the German-American heavy-weight and George Cook, ex-champion of Australia, was stopped in the third round when Sandwina's right eye was very badly cut. The fight was awarded to Cook.

TEN YEARS FOR SINGAPORE GUNMAN.

RECKLESS USE OF REVOLVER.

POLICE COMPLIMENTED BY JUDGE.

At the Singapore Assizes last week before Mr. Justice Deane Lok Siew Kuan appeared on two charges of attempted murder. The case, as proved by the prosecution, was that on May 23rd about 7.45 p.m. L/c 141 was cycling to Seepoy Lines Police Station when he became suspicious of the manner of five Chinese. He went on to the Station and returned with some constables to search the men. The five Chinese, of whom the accused was one, produced revolvers and opened fire on the police, and a rikisha coolie who was passing was struck in the knee with a bullet. The men ran away in different directions, the accused going along the railway track, closely pursued by the lance corporal and constable 187. The accused continued to fire at his pursuers, until the lance corporal fired him with a well aimed shot. The police then arrested the prisoner, and took from him a large revolver, containing five empty shells and a misfire, and fifteen spare rounds of ammunition. They took him to the Police Station, where they found the unlucky rikisha puller, whom they took to the hospital.

The accused, giving evidence on oath, told a very unconvincing story of how he came from Kuala Lumpur eight days before his arrest. On the day in question, he was in a coffee shop when four men came in and asked him to come for a ride. One of them gave him a package which he found contained a revolver and ammunition. He wanted to give it back, but his companion said he would shoot him if he did not keep it. Accused ran away and was captured by the police.

When the judge asked him to account for the empty cartridge cases in the weapon, the accused said the police fired them off after arresting him.

The jury were unanimous in returning a verdict of guilty.

A Danger to the Community.

Mr. Justice Deane, in passing sentence of ten years rigorous imprisonment, said the accused evidently belonged to one of those gangs that were terrorising Singapore. He and four others went round with revolvers, and when the police told them to stop, they opened fire without hesitation. They were a danger to the whole community, and the only thing to do when one of them was caught was to put him away for a long time.

Mr. N. H. P. Whitley, the D.P.P., called attention to the conspicuous courage of the police in following the accused, when they knew him to be in possession of a loaded revolver.

His Lordship recalled the two police officers and told them they deserved great praise for their courage in going after this man when they knew he was armed and ready to fire. No doubt their superior officers would reward their courage, but the community was thankful and grateful to them for doing their duty.

INFORMER MURDERED AT SINGAPORE.

ANOTHER GANG OUTRAGE.

The shooting of an informer of the Chinese Protectorate in New Bridge Road on Friday afternoon last week, took place within 50 yards of the Chinese Protectorate.

On hearing the shots, the Assistant Secretary, Mr. J. A. Black, paused only long enough to ascertain, by a hasty glance through a window close to his table, where they came from, yet in the short time in which he reached the spot a crowd had already gathered.

The fallen man was unable to speak owing to one of the wounds being in the region of the throat, but he appeared to be conscious.

An ambulance was immediately telephoned for, but when it arrived the wounded man had already been got into a rikisha for removal to hospital.

It was obvious at first glance that he was mortally wounded, and he died before the hospital was reached.

Experience of previous shootings is that these men go out in gangs. Although only one man fired the shot that killed a Chinese dentist's wife in Duxton Road recently, it was stated by the murdered woman's little daughter that the murderer was accompanied by three others. The idea of this is that in the event of any attempt by the public at securing the gangster, his companions would be able to render assistance.—Straits Times.

RUBBER SMUGGLING.

PREVENTIVE FLEETS CAPTURES.

EXTENSIVE ACTIVITIES.

The following captures of rubber smugglers have been reported to the local Customs authorities by the preventive launches stationed off the west coast, says a *Singapore Free Press* of last week:—

The *Selemang*, at 3 a.m. on July 10th, when on patrol off Parit Java, captured a prau containing 7.50 pikuls of rubber. On the approach of the launch the craft made for the shore and the crew escaped into the mangrove swamp.

The same boat, when on patrol off Sungai Sirum at 5.30 a.m. on July 13th, captured a prau containing 17 bundles of smoked sheet weighing 10.75 pikuls. In this case too the crew escaped into the mangrove swamp.

The *Kalai*, when off Pulau Arang at 3 a.m. on July 13th, sighted a kora sailing in a south-westerly direction. She gave chase and, having overhauled the boat, found aboard 30.54 pikuls of rubber. Two Chinese who manned the boat were taken to Port Dickson and charged before Mr. W. A. Woods on the following day, being each fined \$40,000, or six months' r.i. The first accused was charged on two other counts and fined \$500, or five months' r.i., on one, and \$25, or six weeks' r.i., on the other, the sentences to run consecutively.

A telegram from the launch *Peningat* states that she captured a prau containing 49 pikuls rubber and five Malaya off the coast of Muar on Thursday. A further telegram reports the capture of a prau containing 32 pikuls of rubber. No arrests were made.

The *Peningat*, off Parit Java on the 9th instant, sighted and chased a prau, which immediately made for the shore. The boat was beached in the mud and the crew escaped into the swamp. Rubber to the extent of 31.83 pikuls was seized.

The *Rewak*, off Kukub on July 2nd, captured a kora containing 34.70 pikuls of rubber. Two Chinese found aboard the craft were each fined \$10,000, or six months' r.i., by Mr. Birse, the Magistrate at Kukub.

The same boat, when off Kuala Linggi, captured a prau containing three Malaya and 5.33 pikuls of rubber. The men were charged before Mr. Dodd and each fined \$500, or six months' r.i.

B.B.C.'S POWERS CHALLENGED.

COMPOSER'S CLAIM AFTER OPERA BROADCAST.

How does the broadcasting of plays affect the theatre?

This was the question raised in the King's Bench Division by an action brought against the British Broadcasting Corporation by M. Andre Messager, the French composer.

M. Messager (who wrote the music of the opera "Monsieur Beaucaire," "sought damages for alleged infringement of copyright of the music of the comic opera "Les Petites Michus," and an injunction to restrain further infringement.

Counsel for M. Messager, the Hon. Stephen Henn Collins, said the question was chiefly whether Mr. George Edwards ever acquired the right to perform the opera in public by broadcasting. The rights which he acquired were wholly and exclusively for theatrical production.

A Cheery Outlook.

In any event, the agreement with Mr. Edwards gave the B.B.C. the right only to perform in public in the United Kingdom, Ireland, America, and the British Colonies and Dominions. By broadcasting from Savoy-hill they could not prevent the performance from being heard outside their limits.

Sir Duncan Kerly, K.C., for the corporation, observed that in a few years' time, when it was possible to carry a wireless receiving set in the waistcoat pocket, every performance of the theatres would be heard.

The Judge: "If so, there will be many actions against your clients. You will look forward to the future with equanimity." (Laughter.)

M. Messager, in evidence, said he never gave any license to the B.B.C. to perform "Les Petites Michus."

The Judge's Experience.

Mr. Justice McCardie was able to speak from personal experience of the effect of broadcasting on the attendance at a theatre.

"I was thinking of going to see a play," he said, "and I wanted to know the story, which I had been told was dramatic and moving."

"I happened to see in the wireless programme that the play was to be performed that night. I heard the whole thing, and it was well done. I don't think I want to get tickets for that play at the theatre now, though I might go if I were asked."

The hearing was adjourned.

MODERN STEAMERS.

VESSELS UNLOAD INDEPENDENTLY OF PORT APPARATUS.

THE "VALLEY CAMP": A PIONEER VESSEL.

All the varied unloading apparatus seen along our wharves—cranes, pneumatic plants, conveyors and telfers—though exacting to an extent, are regarded as regards general application. The cargo to be discharged can only be removed from the ship at a particular point of the port concerned, and apart from the drawback of a waiting list of vessels, there are many places, particularly in partly-developed countries, where either tedious manual methods have to be adopted, or the goods transported by rail to another port, on the same seaboard.

With a self-unloading apparatus this want of flexibility vanishes, and while it is not suggested that what equipment will ever be obsolescent, a vessel so fitted can be run into any port where the wharf is not provided with discharging plant, a fairly frequent condition in the smaller coastal towns even in this country, and by means of the self-contained unloading gear, can deliver her cargo on to the wharf itself, or into railway wagons or carts thereon. Should there be no wharf, or a badly congested one, it is equally easy to discharge into lighters, barges, or the bunkers or holds of a ship alongside.

Self-Unloading Gear.

Self unloading gear may consist of a conveyor boom on the deck, which can be swung outboard on either beam, and on to which the cargo—coal, stone, ore, sand, wet or dry, or gravel—is delivered by scrapers moving in tunnels in the bottoms of the holds. This system is rapidly gaining in popularity in Canada on the Great Lakes and St. Lawrence, and shows promise in directions nearer home, but, so far, the only vessel constructed in England is the *a. Valley Camp*, built at the Neptune Works of Messrs. Swan, Hunter & Wigham Richardson, Ltd., Newcastle-on-Tyne, for Mr. James Playfair, Midland, Ontario. After recent very successful trials at sea, she has steamed for her destination with an outward cargo of Marley Hill patent coke. The *Valley Camp* has the typical Lake-type silhouette, with the propelling machinery aft and the navigating bridge practically in the bows, a position rendered necessary by the canal locks to be negotiated. The tripod mast, for elevating the conveyor boom, just aft of the bridge gives the vessel, however a somewhat unusual appearance. The total length is 252 ft., the beam is 43 ft., and the draught, with a cargo of 5,000 tons deadweight, is a little over 14 ft. We may close our account of this ship, a pioneer vessel as far as Great Britain is concerned, by mentioning that eight other vessels have been fitted with this gear on the Great Lakes service. These range from 2,000 tons to 8,000 tons capacity, and can discharge from 400 tons to 1,000 tons per hour. The boom conveyors are from 75 ft. to 160 ft. long. Four of these vessels are even more self-contained than the *Valley Camp*, as they can take in their own load as well as discharge it. This they do by handling sand and gravel by means of 18 in. and 30 in. centrifugal pumps. The cargo is discharged by the scraper conveyor method.—Engineering.

CHINA MERCHANTS' VESSEL EXPECTED IN HONG KONG.

For the first time for more than two years, the Chinese Merchants' Steam Navigation Company will have a vessel in Hong Kong this week, when the *a. Sun Chong* arrives at this port. The *Sun Chong* left Shanghai for Hong Kong on July 26th.The *Sun Chong* is a 2,000-ton vessel, built at the Neptune Works of Messrs. Swan, Hunter & Wigham Richardson, Ltd., Newcastle-on-Tyne, for Mr. James Playfair, Midland, Ontario. After recent very successful trials at sea, she has steamed for her destination with an outward cargo of Marley Hill patent coke. The *Valley Camp* has the typical Lake-type silhouette, with the propelling machinery aft and the navigating bridge practically in the bows, a position rendered necessary by the canal locks to be negotiated. The tripod mast, for elevating the conveyor boom, just aft of the bridge gives the vessel, however a somewhat unusual appearance. 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"HAI HONG'S" TYPHOON EXPERIENCE.

SHELTER TAKEN DURING DANGER.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS VIA MANILA AND THURSDAY ISLAND. Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

SHIPNAME	DEPART HONG KONG ON OR ABOUT	ARRIVE SYDNEY ON OR ABOUT
CHANGTE	8th August	18th August
TAIPING	15th September	25th September
CHANGTE	11th October	21st October
TAIPING	18th November	28th November

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents. Telephone: CENTRAL 38.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "HELENUS"	Via Suez Canal	30th July
S.S. "CITY OF BEDFORD"	Via Suez Canal	6th August
S.S. "MENTOR"	Via Suez Canal	20th August
S.S. "CITY OF NORWICH"	Via Suez Canal	11th September

Steamers proceed via Suez Canal or Panama Canal at Owner's option. Subject to Change without Notice.

For Freight and Particulars, apply to—BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG, HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

NORDDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER AND FREIGHT SERVICE.

Cabin class: £73 4s 0d. Intermediate class: £48 4s 0d. To GENOA.

NEXT SAILINGS:

Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)

SHIPNAME	ARRIVAL AT HONG KONG	ARRIVAL FROM SHANGHAI
S.S. "GOTHA"	30th July, 1927.	26th August, 1927.
S.S. "SAARBRUECKEN"	30th August, "	24th Sept. "
S.S. "COBLENZ"	27th Sept. "	22nd Oct. "
S.S. "FULDA"	24th Oct. "	19th Nov. "

Accommodation for 100 Cabin Class and 150 Intermediate Class Passengers.

Arrival at Hong Kong: 1st and 3rd Sailing for SHANGHAI and GENOA, ROTTERDAM & HAMBURG.

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING:

S.S. "FRANKEN" ... on or about 6th Aug. from Hong Kong.

NEXT ARRIVALS FROM EUROPE:

S.S. "ANHALT" ... on or about 14th Aug. in Hong Kong.

S.S. "NUERNBERG" ... on or about 14th Sept. in Hong Kong.

There are still a few comfortable Cabins available on this Steamer.

For Freight, Passage and further Particulars, please apply to—

MELCHERS & CO.

Telephone: C. 4567. Agents. Queen's Building, Charter Road. HONG KONG.

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON AND NEW YORK

M.V. "MALAYAN PRINCE" ... 25th July, 1927

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)

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WITHOUT PURE BLOOD, HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Nerve before was there anything like it, nor are its marvellous properties likely ever to be equalled in disease arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scurvy and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, sciatica or Dystrophism Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.

English Price 3s (either remedy). The VETARZO REMEDIES CO., Gorpel Oak, N.W.B., London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO" REMEDIES in Government Stamp. Sold by Leading Chemists.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

July 25th.

Clara Jensen, Danish str., 1,145 tons, Capt. J. Davidson, from Bangkok, which port she left on July 13th, with rice and meal, lying at buoy No. C43.—Khooa Sing.

Cuprum, American str., 3,770 tons, Capt. Alice Sinsen, from Oahu, which port she left on July 20th, with lumber and flour, lying at buoy No. B12.—Dollar S.S. Line.

Dorry, German str., 373 tons, Capt. Joh. Jacobsen, from Haiphong and Hoihow, with a general cargo, lying at buoy No. C19.—Chau Yue Teng.

Macassar Maru, Japanese str., 2,312 tons, Capt. C. Hidaka, from Kobe and Karatsu. The latter port she left on July 20th, with a general cargo, lying at buoy No. A35.—Nanyo Yusen Kaisha.

Proger, Norwegian str., 1,316 tons, Capt. E. D., from Saigon, which port she left on July 21st, with rice and general cargo, lying at buoy No. C13.—Fau Yuan Hong.

Sunkong, Chinese str., 322 tons, Capt. Lai Kwong, from Kwang Chow Wan, with a general cargo, lying at buoy No. C17.—Mian Yick S.S. Co.

Tungwa, Chinese str., 373 tons, Capt. H. Larsen, from Shanghai and Swatow, lying at buoy No. C40.—Sing Kee.

July 26th.

Corona, Norwegian str., 1,833 tons, Capt. O. M. Klette, from Canton, lying at Wanchai.—Dodd & Co.

Cremer, Dutch motor-ship, 2,730 tons, Capt. H. G. Bliff, from Singapore, which port she left on July 21st, with a general cargo, lying at buoy No. A3.—J.C.J.L.

Engler, Chinese str., 885 tons, Capt. H. Maki, from Dairen, which port she left on July 13th, with a general cargo, lying at buoy No. C36.—Yue Tai Hong.

Fook Sang, British str., 1,987 tons, Capt. M. B. Costello, from Calcutta and Straits, with a general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.

Garbett, British str., 5,397 tons, Capt. Gill, from Singapore, which port she left on July 20th, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Hai Hong, British str., 1,270 tons, Capt. E. Walker, from Foochow, Amoy and Swatow, with 500 tons of general cargo, lying at Douglas Wharf.—Douglas, Lapraik & Co.

Ilalidar, Norwegian str., 839 tons, Capt. J. Hansen, from Bangkok and Kohschan, with rice and general cargo, lying at buoy No. C44.—Yue Teong.

Patroclus, British str., 6,910 tons, Capt. Geo. T. Clark, from Taku Bar and Shanghai. The latter port she left on July 23rd, with a general cargo, lying at Hot's Wharf.—B. & S.

Shunlee, Chinese str., 949 tons, Capt. B. Miyaka, from Dairen, which port she left on July 19th, with beans and general cargo, lying at buoy No. C14.—Yue Tai Hong.

Yalou, French str., 4,180 tons, from Dunkirk and Saigon. The latter port she left on July 22nd, with a general cargo, lying at buoy No. A8.—Messageries Maritimes.

CLEARANCES.

July 26th.

Engler, for Whampoa.

Patroclus, for Singapore.

President Cleveland, for Shanghai.

Sunkong, for Kwang Chow Wan.

Yalou, for Shanghai.

NEW S.S.S. SHIP.

The steamer Jarak, a vessel of about 200 tons gross built at the Straits Steamship Co., Ltd., dockyard at Sungai Nyok, Butterworth, was launched successfully at Singapore last Saturday evening.

WARSHIPS—IN PORT.

The following warships were in port yesterday:—North Wall Basin, Delhi; South Wall Basin, S/M. L15 and L19; East Wall Basin, Indefatigable; West Wall Dock, Morden; In Dock, Forgive; Talook Dock, Emerald; Kowloon Dock, Hermes; No. 1 Buoy, Wild Swan; No. 7 Buoy, Dauntless; No. 10 Buoy, U.S.S. Helena; No. 13 Buoy, Ruthenia; No. 25 Buoy, Kharki.

SUNRISE AND SUNSET IN HONG KONG.

FOR JULY, 1927.

STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH.

Date	Sunrise	Sunset
July 27th	5.52 a.m.	7.08 p.m.
" 28th	5.53	7.08
" 29th	5.53	7.08
" 30th	5.53	7.08
" 31st	5.54	7.05

DOLLAR STEAMSHIP LINE

AMERICAN MAIL LINE

JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE.

THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU SHANGHAI KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT MADISON ... Tuesday, Aug. 2nd

PRESIDENT JACKSON ... Tuesday, Aug. 16th

PRESIDENT MCINLEY ... Tuesday, Aug. 30th

PRESIDENT LINCOLN ... Tuesday, Sept. 13th

PRESIDENT CLEVELAND ... Tuesday, Sept. 27th

Thereafter Fortnightly Sailings on Tuesdays.

HONG KONG TO EUROPE

SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway line across United States and Canada, with liberal stop-over privileges for sightseeing. Ask for information. Following are suggested itineraries:—

From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
July 27	Seattle	Aquitanian	Aug. 24	C'burg-S'ampton Aug. 30
Aug. 2	San Francisco	Majestic	Sept. 9	C'burg-S'ampton Sept. 13
Aug. 10	Seattle	Mauretania	Sept. 17	C'burg-S'ampton Sept. 23
Aug. 18	San Francisco	Olympic	Sept. 24	C'burg-S'ampton Sept. 27
Aug. 24	Seattle	Berengaria	Oct. 1	C'burg-S'ampton Oct. 7
Aug. 30	San Francisco	Homeric	Oct. 8	C'burg-S'ampton Oct. 11
Sept. 7	Seattle	Aquitanian	Oct. 16	C'burg-S'ampton Oct. 21
Sept. 13	San Francisco	Majestic	Oct. 22	C'burg-S'ampton Oct. 28
Sept. 21	Seattle	Mauretania	Oct. 29	C'burg-S'ampton Nov. 4
Sept. 27	San Francisco	Olympic	Nov. 5	C'burg-S'ampton Nov. 11
Oct. 4	Seattle	Berengaria	Nov. 12	C'burg-S'ampton Nov. 18
Oct. 11	San Francisco	Leviathan	Nov. 19	C'burg-S'ampton Nov. 25

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT CLEVELAND ... Wednesday, July 27th, 7 a.m.

PRESIDENT MADISON ... Wednesday, Aug. 10th

PRESIDENT JACKSON ... Wednesday, Aug. 24th

PRESIDENT MCINLEY ... Wednesday, Sept. 7th

PRESIDENT LINCOLN ... Wednesday, Sept. 21st

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ—PORT SAID—ALEXANDRIA—NAPLES—GENOA—MARSEILLES

Thence to BOSTON AND NEW YORK.

PRESIDENT POLK ... Tuesday, Aug. 2nd, 8.00 a.m.

PRESIDENT ADAMS ... Tuesday, Aug. 16th, 8.00 a.m.

PRESIDENT GARFIELD ... Tuesday, Aug. 30th, 8.00 a.m.

PRESIDENT HARRISON ... Tuesday, Sept. 13th, 8.00 a.m.

PRESIDENT MONROE ... Tuesday, Sept. 27th, 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT POLK ... Aug. 2nd, 8.00 a.m.

PRESIDENT ADAMS ... Aug. 2nd, 8.00 p.m.

PRESIDENT JACKSON ... Aug. 16th, 8.00 a.m.

PRESIDENT MCINLEY ... Aug. 16th, 8.00 p.m.

PRESIDENT LINCOLN ... Aug. 30th, 8.00 a.m.

PRESIDENT CLEVELAND ... Aug. 30th, 8.00 p.m.

For Passenger and Freight Rates apply to

THE ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING (GROUND FLOOR). Telephone: Central 2477, 2473 & 736.

LONDON VIA ITALY

The new M/V "VIMINALE" of 8,657 tons with excellent passenger accommodation and exquisite cuisine will sail hence at 5 p.m. on 27th INST. for Brindisi, Venice and Trieste via Singapore, Colombo, Aden, Massaua, Suez Canal, taking through passengers to LONDON.

For particulars, please apply to—

DODWELL & CO., LTD., AGENTS.

Tel. C. 1030. Queen's Building.

SHIPPING MOVEMENTS.

The motor vessel Postland, which was scheduled to sail from here for Europe on August 3rd, will already arrive here on or about July 29th, from the north owing to unforeseen circumstances.

The R.M.S. Empress of Canada from Manila, is due here at 10 a.m. Monday, August 1st, and will berth at Pier No. 5, Kowloon Wharf.

The B.I. s.s. Garbis will leave for Shanghai, Moji, Kobe and Osaka about 5 p.m. to-morrow, July 29th.

INDO-CHINA

STEAM-NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

CANTON ... "YATSHING" ... Wednesday, 27th July, at 4 a.m.

SANDAKAN ... "KAUSANG" ... Wednesday, 27th July, at 3 p.m.

SWATOW & SHANGHAI ... "HANGSANG" ... Friday, 28th July, at 10 a.m.

STRAITS & CALCUTTA ... "LAISANG" ... Friday, 29th July, at 3 p.m.

TSINGTAU via SWATOW ... "YATSHING" ... Sunday, 31st July, at 10 a.m.

CSAKA via AMOY, SHANGHAI & SHANGHAI ... "KUMSANG" ... Tuesday, 2nd Aug. at 7 a.m.

MOJI, YOKOHAMA & KOBE ... "KUMSANG" ... Tuesday, 2nd Aug. at 7 a.m.

TSINGTAU via SWATOW ... "KUMSANG" ... Tuesday, 2nd Aug. at 7 a.m.

SEANGHAI ... "KUMSANG" ... Tuesday, 2nd Aug. at 7 a.m.

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TSINGTAU via SWATOW ... "KUMSANG" ... Tuesday, 2nd Aug. at 7 a.m.

SEANGHAI ... "KUMSANG" ... Tuesday, 2nd Aug. at 7 a.m.

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CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA AND VANCOUVER

SAILINGS 1927.

Steamers	H. Kong	S'hal	Kobe	Y'hama	Vancouver
EMPERESS OF CANADA	Aug. 3	Aug. 6	Aug. 9	Aug. 12	Aug. 21
EMPERESS OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Sept. 2	Sept. 11
EMPERESS OF ASIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Oct. 2
EMPERESS OF CANADA	Oct. 5	Oct. 8	Oct. 11	Oct. 14	Oct. 23
EMPERESS OF RUSSIA	Oct. 28	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPERESS OF ASIA	Nov. 18	Nov. 21	Nov. 24	Nov. 27	Dec. 6
EMPERESS OF CANADA	Dec. 7	Dec. 10	Dec. 13	Dec. 16	Dec. 25
EMPERESS OF RUSSIA	Jan. 4	Jan. 7	Jan. 10	Jan. 13	Jan. 22

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

SPECIAL FARES TO EUROPE
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All First and Second Class Rooms on the "EMPERESS OF CANADA," "EMPERESS OF ASIA" and "EMPERESS OF RUSSIA" are fitted with Hot and Cold Running Water.

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Hong Kong	Manila	Manila	Hong Kong
July 19	July 21	EMPERESS OF CANADA	July 30
Aug. 9	Aug. 11	EMPERESS OF RUSSIA	Aug. 20

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

TATSUMI MARU ... Friday, 12th Aug., at Noon

TENYO MARU ... Monday, 22nd Aug., at Noon

KOROA MARU ... Tuesday, 8th Sept.

*Cable Keelung & Los Angeles. Omitting Honolulu.

LONDON via Singapore, Suez, Marseilles & Ports.

HAKUSAN MARU ... Saturday, 30th July, at 11 a.m.

KITANO MARU ... Monday, 31st Aug., at 11 a.m.

HARUNA MARU ... Saturday, 27th Aug.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 24th Aug., at 11 a.m.

TANGO MARU ... Wednesday, 21st Sept.

BOMBAY via Singapore, Penang & Colombo.

RANGON MARU ... Thursday, 28th July

SEIYO MARU ... Tuesday, 16th Aug.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

GINYO MARU ... Friday, 15th August

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KAMAKURA MARU ... Thursday, 11th Aug.

NEW YORK and/or BOSTON via PANAMA.

TATSUNO MARU ... Wednesday, 16th Aug.

OALUTTA MARU ... Thursday, 28th Aug.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

LYONS MARU ... Friday, 8th August

CALCUTTA via Singapore, Penang & Rangoon.

PENANG MARU ... Monday, 1st Aug.

TOTTORI MARU ... Monday, 8th Aug.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 19th Aug.

SHANGHAI, KOBE & YOKOHAMA.

KAMO MARU ... Wednesday, 27th July, at 7 p.m.

SADO MARU ... Saturday, 20th July

YOKUSHIMA MARU ... Tuesday, 2nd Aug.

KATORI MARU ... Monday, 8th Aug.

For further information, apply to—

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Telephone: Central No. 292 (Private exchanges to all Dept.). [7]

KONINKLYKE PAKETVAART
MAATSCHAPPY.

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THE MOTOR SHIP

"CREMER"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on 4th August.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to & destinations in the Netherlands East Indies and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN.

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Shipping News

Daily Statement, Waterfront
News, etc.YESTERDAY'S FREIGHT
RETURNS.

HEAVY LOCAL IMPORTS.

THROUGH CARGOES NORMAL.

There were fifteen vessels arriving here during the 24 hours ended at 9 a.m. yesterday, and freights brought by these steamers both for the Colony and for ports beyond were good. Local imports, however, were much heavier.

There were in all 15,421 tons of general merchandise discharged here, in addition to 7,304 tons of coal and 2,000 tons of rice, bringing the total imports to 24,685 tons. Of the general cargo, two British steamers contributed 4,602 tons. The two best returns were 4,033 tons brought by the a.s. *Hin Sang* from Sandakan, and 2,900 tons by the Norwegian vessel *Proser* from Saigon.The coal shipments were brought by the *Ikoman Maru* and the *Sanjin Maru*. The former landed 2,964 tons from Fusan and Mike and the latter, from Saigon, contributed 3,300 tons. The a.s. *Hua Ming* (Chinese) accounted for the 2,000 tons of rice.Through freights, amounted to 16,558 tons, of these, 6,040 tons were accounted for by one British vessel, the a.s. *Antenor* from Liverpool and Singapore. The next best return was 3,365 tons carried by the American vessel *Cuprum*, from Evert and Osaka.

During the period under review there were 16 arrivals and 3 departures. The nationalities were as follows:—

	Arr.	Dep.
British	3	0
American	3	0
Japanese	3	2
Chinese	5	0
Dutch	1	0
Norwegian	1	0
French	0	1
	16	3

The Carriers.

S.S. *Hin Sang* (British) from Sandakan, 4,033 tons general for Hong Kong.S.S. *Antenor* (British) from Liverpool and Singapore, 1,570 tons general for Hong Kong and 6,040 tons for other ports.S.S. *President Cleveland* (American) from San Francisco and Manila, 205 tons general for Hong Kong and 1,837 tons for other ports.S.S. *President Madison* (American) from Seattle and Shanghai, 1,798 tons general for Hong Kong and 2,397 tons for other ports.S.S. *Cuprum* (American) from Evert and Osaka, 1,635 tons general for Hong Kong and 3,365 tons for other ports.M.V. *Greiner* (Dutch) from Belawan, Deli and Singapore, 1,045 tons general for Hong Kong and 334 tons for other ports.S.S. *Proser* (Norwegian) from Saigon, 2,900 tons general for Hong Kong.S.S. *Macassar Maru* (Japanese) from Kobe and Karatsu, 1,000 tons general for Hong Kong and 1,500 tons for other ports.

(Continued on next column).

DAILY WATERFRONT NEWS.

STAR FERRY WHARF
IMPROVEMENTS."SIBERIA MARU"
PASSENGERS.

[BY LONGSHOREMAN.]

The Star Ferry Wharf at Hong Kong will be considerably more convenient for passengers when the alterations now being made are completed. The work is expected to finish by the end of August and the confusion which besets embarking and disembarking passengers will be done away.

A barrier along the wharf section from the boat gangway to the Praya will divide first class passengers, one side of the barrier being used for those embarking and the other for those leaving the ferry. These barriers will be marked "In" and "Out" and are to be illuminated at night.

Another improvement is the building of a second gangway which will enable passengers to board a ferry, without waiting for those disembarking. There will also be more space for waiting passengers. The Kowloon wharf will remain unchanged, as the layout there is much more simple and does not give rise to any confusion. The present five minutes service is likely to remain.

Rusty Scales Cause Wounds.

A Chinese coolie was sent to the Government Civil Hospital on Monday from the Tai Po Dock yard, suffering from serious wounds to the right of his head, caused by a rusty scale falling on him whilst he was at work chipping rust on the a.s. *Spang Bee*, which was undergoing repairs at the time.

Left by "Siberia Maru."

Among the passengers who left by the a.s. *Siberia Maru* yesterday, for Japan and the States, were Mr. Rev. W. T. Featherstone, Mr. E. Stewart, Captain E. J. Larcomb, Mr. D. E. Smith, Lieut.-Col. W. C. Russell and Mrs. Russell, Miss L. Loureiro, and Mr. A. E. Wood.

Chinese Passengers' Entry.

Asiatic passengers numbering 3,884 were brought into the Colony by six vessels during the 24 hours ended at 9 a.m. yesterday. Of these, the m.v. *Greiner* carried 2,120 from Belawan, Deli and Singapore.S.S. *Ikoman Maru* (Japanese)

Fusan and Mike, 3,984 tons coal for Hong Kong and 100 tons for other ports.

S.S. *Sanjin Maru* (Japanese) from Keelung, 3,300 tons coal for Hong Kong.S.S. *Hua Ming* (Chinese) from Saigon, 2,000 tons rice for Hong Kong.S.S. *Eng Lee* (Chinese) from Dairen 950 tons general for Hong Kong.S.S. *Sun Kong* (Chinese) from Kwang Chow Wan, 300 tons general for Hong Kong.S.S. *Shun Lee* (Chinese) from Dairen, 850 tons general for Hong Kong and 1,055 tons for other ports.

Boatwoman Drowned.

The body of a Chinese woman, aged 50, who was drowned by the overturning of a sampan at the Yaumatei Typhoon Shelter on Monday morning, has been sent to the Kowloon Mortuary.

Died at Sea.

The a.s. *Hin Sang* from Sandakan arrived here yesterday and reported the death of a Chinese passenger on July 22nd, while the vessel was at sea. Phthisis was the cause of death.

Dangerous Goods.

The a.s. *Macassar Maru* which came into port yesterday from Kobe and Karatsu carried 60 tons of diluted hydrochloric acid for Semarang.

VESSELS EXPECTED.

Aeneas (Blue Funnel), due Sept. 25th.

Arafura (E. & A.), due this morning.

Athena (M.M.), due August 30th.

Calcutta (Blue Funnel), due Sept. 10th.

Calcutta (Doddwell), due to-morrow.

Champanera (M.M.), due August 2nd.

D'Armaghan (M.M.), due September 13th.

Delta (Swedish East Asiatic), due August 19th.

Devanha (P. & O.), due August 4th.

Diomed (Blue Funnel), due October 8th.

Empress of Canada (C.P.R.), due August 1st, 10 a.m.

Empress of Russia (C.P.R.), due August 8th.

Eurylochus (Blue Funnel), due September 11th.

Fama (Doddwell), due August 13th.

Gotha (N.D.L.), due July 30th.

Hector (Blue Funnel), due August 25th.

Javanese Prince (Furness, F.E.), due August 23rd.

Kashgar (P. & O.), due November 25th.

Kashmir (P. & O.), due September 29th.

Keemun (Blue Funnel), due Sept. 20th.

Khyber (P. & O.), due August 4th.

Lycan (Blue Funnel), due Sept. 2nd.

Macdonia (P. & O.), due October 14th.

Malayan Prince (Furness, F.E.), due to-morrow.

Malva (P. & O.), due September 13th.

Mantua (P. & O.), due November 11th.

Menelaus (Blue Funnel), due Aug. 12th.

Mongolia (P. & O.), due October 29th.

Morea (P. & O.), due August 18th.

Napora (P. & O.), due August 29th.

Ningchow (Blue Funnel), due Aug. 23th.

Nyansa (P. & O.), due September 14th.

Odenburg (Hamburg-America Line), due July 30th.

Philoteus (Blue Funnel), due Aug. 7th.

Rhezenor (Blue Funnel), due July 30th.

Santhia (E.I. & Apcar), due Aug. 10th.

St. Albans (E. & A.), due Sept. 5th.

Tanda (E. & A.), due August 8th.

Telemachus (Blue Funnel), due Aug. 3rd.

Thebes (Blue Funnel), due October 1st.

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AGENTS FOR

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UNITED KINGDOM & CONTINENT

S.S. "CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 14th August

S.S. "KABINGA" ... Havre, London, Rotterdam & Hamburg ... 28th August

AUSTRALIA

Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger bookings from Hong Kong, in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE

S.S. "CITY OF BEDFORD" ... via Suez Canal ... 8th August

S.S. "CITY OF NORWICH" ... via Suez Canal ... 11th September

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK

S.S. "OLIVEBANK" ... via Suez Canal ... 1st October

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... From Hong Kong ... 5th August

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, The Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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THE BANK LINE, LTD.

P. & O., British India
Apcar and
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MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"KALYAN"	9,144	2nd Aug.	Marseilles, Casablanca, London, Antwerp & Hull.
"NYANZA"	7,023	3rd Aug.	Straits & Bombay.
"KASHGAR"	9,005	6th Aug.	Marseilles, London and Antwerp.
"RAWALPINDI"	16,619	20th Aug.	Marseilles and London.
"MOREA"	10,953	3rd Sept.	Marseilles and London.
"DEVANHA"	8,155	17th Sept.	Marseilles, London and Antwerp.
"KHYBER"	9,114	1st Oct.	Marseilles and London.
"MALWA"	10,953	15th Oct.	do.
"KASHMIR"	8,985	29th Oct.	do.
"MACEDONIA"	11,120	12th Nov.	do.
"MONGOLIA"	16,504	26th Nov.	do.
"MANTUA"	10,946	10th Dec.	do.
"KASHGAR"	9,005	24th Dec.	do.
"MOREA"	10,953	7th Jan., 1928	do.
"DEVANHA"	8,155	21st Jan., 1928	do.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Fiume, Smyrna, and other Levant Ports by steamers of the Imperial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"SANTHIA"	7,754	12th Aug.	Singapore, Penang and Calcutta

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"ARAFURA"	6,000	29th July, 4 p.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,956	2nd Sept.	do.
"ST. ALBANS"	4,500	30th Sept.	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hankow, Cebu, Colombo, Tientsin, Peking, Yokohama, Kobe, Osaka, and other ports en route as indicated.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"GABRIETA"	5,337	28th July, 5 p.m.	S'hai, Moji, Kobe & Osaka.
"DEVANHA"	8,155	5th Aug.	S'hai, Moji, Kobe & Yokohama.
"TANDA"	6,956	9th Aug.	Moji, Kobe, Osaka & Yokohama.
"MOREA"	10,953	19th Aug.	Shanghai, Moji, Kobe & Yokohama.
"NAGPORE"	5,233	30th Aug.	S'hai, Moji, Kobe & Yokohama.
"KHYBER"	9,114	2nd Sept.	do.
"ST. ALBANS"	4,500	8th Sept.	Moji, Kobe, Osaka & Yokohama.
"NYANZA"	7,023	15th Sept.	Shanghai, Moji and Kobe.
"MALWA"	10,953	16th Sept.	S'hai, Moji, Kobe & Yokohama.
"KASHMIR"	8,985	30th Sept.	do.
"ARAFUA"	6,000	4th Oct.	Moji, Kobe, Osaka & Yokohama.
"MACEDONIA"	11,130	15th Oct.	S'hai, Moji, Kobe & Yokohama.
"MONGOLIA"	16,504	29th Oct.	do.
"MANIUA"	10,946	12th Nov.	do.
"KASHEGAH"	9,005	26th Nov.	do.
"MOREA"	10,953	9th Dec.	do.
"DEVANHA"	8,155	24th Dec.	do.
"MALWA"	10,986	7th Jan., 1926	do.
"KHYBER"	9,114	21st Jan., 1926	do.
"MACEDONIA"	11,120	4th Feb., 1926	do.
"KASHMIR"	8,985	18th Feb., 1926	do.
"MANIUA"	10,946	25th Feb., 1926	do.
"MONGOLIA"	16,504	17th Mar., 1926	do.
"MOREA"	10,953	30th Mar., 1926	do.

